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The Chronicle

Published for the employees of
SPAWAR Systems Center, Charleston

SPAWAR

The Chronicle

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SSC Charleston's Mission —
What we do: We enable knowledge superiority to the warfighter through the development, acquisition, and life cycle support of effective, capable and integrated C4ISR, IT, and Space systems.

SSC Charleston's Vision —
Where we want to be in the future: We will become the premier provider of C4ISR, IT, and Space capabilities.

**Commanding Officer,
Captain Nancy L. Deitch
United States Navy**

Editor: Lynda Silvers

Photographer: Harold Senn

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***The Chronicle* can also be viewed from our web site: sscc.spawar.navy.mil.**

Captain's Call

By Captain Nancy L. Deitch
SSC Charleston Commanding Officer

Telling our story

We've talked a lot about metrics over the past year as we worked to implement Balanced Score Card reporting within the command. With varying degrees of success, we examined our installation processes, Fleet responsiveness — timely CASREP (casualty report) correction and TFBRs (technical feedback reports), NMCI implementation progress, and credit card delinquency rates. While all of this benefits us from an internal management perspective, we continue to wrestle with the challenge of explaining what we do, and how well we do it.

The recent completion of an outside, independent study revealed SSC Charleston's added value to the warfighter. Looking at, among other things, G&A and support costs, the study documented SSC Charleston's exceptional progress in aggressively dealing with overhead issues.

So how did we do it? First, we brought in approximately $400 million of new work last year. Second, we offered separation and retirement incentives to targeted overhead positions, proactively addressing outstanding labor issues. And finally, designated vacancies were not filled, allowing us to keep our overhead costs low.

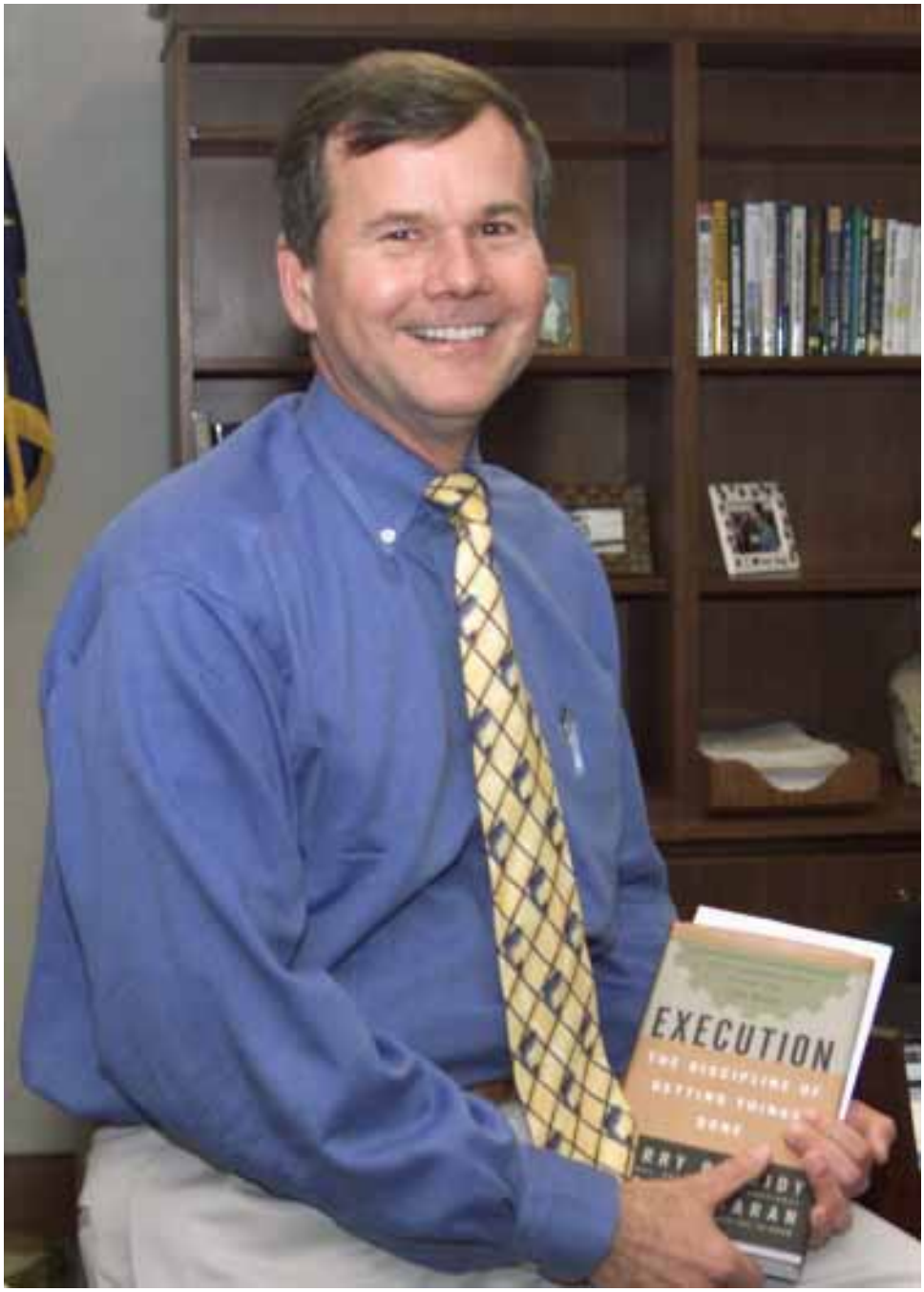
My message: Our exceptional performance last year was not a flash in the pan. It was the result of everyone's strong teamwork to establish a plan; and then, execute that plan. The challenge now is twofold. First, we must decisively demonstrate that our FY02 statistics were not an aberration. Our monthly statistical reviews support the fact that FY03 continues the trend previously established. This is important as SSC Charleston prepares to address expected BRAC 2005 data calls. The second challenge is to tell the story.

Capt. Deitch is one of two U.S. Navy officers selected this year to participate in the Secretary of Defense Corporate Fellows Program. Acceptance into this very prestigious program is highly competitive.

Her new assignment will begin in July; consequently, we anticipate a change of command sometime in June.

Congratulations, Capt. Deitch, on this significant career achievement and opportunity.

New executive director brings heightened enthusiasm and commitment to the front office



"I'm a very practical person, real stuff, real time. When I read this book [Execution: The Discipline of Getting things Done], it really spoke to me, and I think the concept this book relates can benefit everyone of us."
— James Ward

By Lynda Silvers
Chronicle Editor

"What an honor! I have always wanted to take care of people, and having 2,200 people in an organization that we can run like a business is such an opportunity. I am incredibly fortunate," said James Ward, our new executive director (ED).

James D. Ward became SSC Charleston's second ED in January. He replaces Don Bailey who retired after more than 40 years of government service.

It's no surprise that James was selected for the command's senior civilian position. He's a born leader who truly cares about the people around him, and totally believes in this command's contributions to the warfighter. His enthusiasm is contagious as he climbs that virtual ladder of success, leading the way for the entire command. Having a conversation with James is like talking to your best friend. He listens. He cares.

"James is no stranger to the spotlight," a quote from the March/April 2000 issue of *The Chronicle*. That statement has rung true time and time again for James — beginning with his 1996 move to Charleston from the Norfolk Office. To say the least, those were unsettling times. The 1993 Base Realignment and Closure (BRAC) commission turned lives upside down. James led a *Transition Team* that ultimately relocated Maryland and Virginia programs and people to Charleston. James' leadership and the team's success was demonstrated by the number of people who relocated to Charleston, by the retention and growth of major programs, and by the substantial economies achieved by consolidating the department's operations in Charleston. In 1998, the National Partnership for Reinventing Government recognized the *Transition Team* for its extraordinary efforts in building a government that works better and costs less. A representative of then vice president Al Gore came to SSC Charleston and presented the coveted Hammer

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Award to James and his team.

Formerly head of the Command and Control Systems Department (J60), James has often been recognized for his proactive leadership and management skills. In 2000, the Charleston Area Federal Executive Association selected James as the tricounty area's outstanding manager and executive. In April 2001, James received the Navy Superior Civilian Service Award for his leadership in the integration of major elements of the Navy's telecommunications infrastructure into SSC Charleston.

James received a bachelor's degree in electrical engineering from Virginia Polytechnic Institute and State University. "I found that engineering school did not equip me for the real world," James said. "Most of the problems we face are business problems, not engineering problems. It was very rare that we had a customer complaint because of our engineering. It was all business stuff. I wasn't good at it, and I wanted to be good at it," James said. So, James enrolled in graduate classes at the College of William and Mary where he obtained a master of business administration degree.

James is adamant about continuing education — always learning, staying above the curve. "I love to read, I love to learn," James said. "Most of my learning comes from books and working with folks. I learn from their ideas." James is a 1999 graduate of the Federal Executive Institute's (FEI) month-long Leadership for a Democratic Society training program. FEI's theory is that individual development is directly linked to improved agency performance — a theory James totally believes in. "The competency level of our people is the foundation of our organization," James said. His most recent academic accomplishment was completing the Senior Fellows Program of the John F. Kennedy School of Government at Harvard University.

Following his selection as ED, James, an avid reader, searched for a book that would provide insight into ways he could help SSC Charleston work more effectively and more efficiently. "I'm a very practical person, real stuff, real time," James said. "When I read this book, it really spoke to me, and I think the concept this book relates can benefit everyone of us." During his first executive counsel meeting as the new ED, James asked upper management to read "*Execution: The Discipline of Getting Things Done*."

James recently instituted the *Execution Excellence Award* — an idea gleaned from the book. The first award was presented to **George Makradakis** who delivers the mail in the main engineering center. "George is a model of getting things done, and that's what this award is all about — not just getting the job done, but doing it well — executing and following through. George is always here, on time, and goes above and beyond what is expected of him." When asked how often he plans to present these awards (which, by the way, have cash attached), James said, "As often as I can!"

Welcome to the front office, James! We look forward to your leadership, your guidance, and your fortitude.

Cook completes USDA Executive Leadership Program

Margaret Cook, a technical specialist in the Computer Information Systems Engineering Division (J77) at our National Capital Region (NCR) office in Washington, D.C., recently graduated from the USDA Graduate School Executive Leadership Program. This yearlong program, with its many challenges and opportunities — shadowing executives, developmental assignments, executive interviews, leadership competency research, and formal leadership training sessions — offered tremendous learning and growth opportunities.

One of the perks of this program is meeting a few top government officials. Margaret was honored to meet John Stenbit, the assistant secretary of defense (C3I); and Admiral Mayo, who now heads the new NetWar Command in Norfolk, Va.

Two, weeklong shadowing assignments allowed Margaret to interact with Ralph Allen, SPAWAR's deputy commander for Washington operations; and Dr. Margaret Myers, the deputy chief information officer of the assistant secretary of defense. This experience provided lessons unequaled in any classroom. As Margaret shadowed and networked with these and other individuals in the defense industry, she gained a much broader knowledge of our government and how it works.

Margaret interviewed nine senior federal executives and was inspired by their energy, dedication, positive enthusiasm, and their willingness to share their time and experiences with her.

In the two developmental assignments Margaret chose — working with the chief information officer for the Navy, and the Army's chief information officer — she gained corporate level leadership experience outside her usual areas of expertise.

This program allowed Margaret to broaden her professional perspective, provided opportunities to network with more than 30 federal agencies, and observe the management skills and techniques of those in leadership positions. All of this will provide Margaret with *fuel for thought* for many years to come. SPAWAR and the entire federal government will benefit from Margaret's experience, which has produced a more confident, dedicated, and professionally oriented employee.

Center gets new Deputy EEO Officer

By Lynda Silvers
Chronicle Editor

SSC Charleston welcomes **Angela Williams** to the SPAWAR family. A Summerville, S.C., native, Angela comes to us from the Human Resources Office (HRO) Jacksonville (located in Charleston) where she was the Equal Employment Opportunity (EEO) program manager.

Angela has managed the entire EEO program for several Navy facilities within the Southeast region — including the Southern Division, Naval Facilities Engineering Command; Naval Weapons Station Charleston; Naval Hospital; the Naval Consolidated Brig; and several other activities. She was the on-site dispute resolution specialist, using various alternative resolution techniques to resolve matters in their early stages. Angela also designed specialized training unique to each organization she served.

With knowledge and experience in every facet of the EEO arena, Angela is a certified dispute resolution specialist, and has completed up to the third-tier training requirement for a certified mediator. She is also a certified trainer and brings over 18 years of experience in EEO to the SPAWAR Team.

"Because of the first-class reputation established throughout the Southeast, I knew that SPAWAR would be a good place to work," Angela said. "SPAWAR is moving forward and seems to be open to new and innovative ways of doing business. I see many windows of opportunity available for the employees."

Angela's presence here is not an indication of rising EEO problems. On the contrary, Angela said, "I view my presence here as very positive, in that SSC Charleston has identified the need to devote full-time resources to the program. It's a clear indication of commitment toward a successful EEO program."

"The program must become more visible to be successful," Angela said. "I am obtaining the necessary tools and diligently putting things in place to begin the process of not only an active, but a strong and comprehensive model EEO program." Angela is focused on our com-mand's unique needs. "My priority and immediate plans are education and training, special emphasis programs, and proactive measures for early resolutions," she said.

Angela obtained a bachelor's degree in business administration, with a concentration in business management, from Allen University. She began her Civil Service career in 1982 at Charleston's Naval Hospital in the budget department. In 1984, Angela moved into the EEO field, trained as a counselor, and was promoted to the Deputy EEO Officer in 1986. Impacted by the restructuring of the personnel department, Angela transferred to HRO Charleston (which eventually merged with HRO Jacksonville). During these transitional years, Angela held various EEO positions — including complaints manager, program manager, and deputy EEO officer.

"I am excited about being a part of the SPAWAR family," Angela said. "I look forward to enhancing existing plans, and introducing and implementing new ideas — all centered around the people who make up this organization and who are responsible for its success."

Commentary

Welcome to the Palmetto State, *Mr. President!*

By: Marsha Hassell, Public Affairs Officer

Around 9:15 a.m. on a drizzly overcast autumn day in Columbia, South Carolina, a line began forming around the front and side of an aging airport hanger. The line soon began to disappear from sight as the very young, the young, the old, men, women, children, middle class, upper class, red-yellow-black-brown-white, and the physically challenged merged to form the semblance of a line. Also in this mass of people were AmeriCorp volunteers, each decked in their black AmeriCorps T-shirts. Everyone was awaiting the arrival of the leader of the free world, the Commander in Chief, the President of the United States, George W. Bush.

But, wait a minute, the invitation says, "No admittance after 11:15 a.m." That's two hours away, so what in the world will people do for the next two hours standing outside in an on-again, off-again drizzle? What else, mingle! For the next hour or so, I observed people renewing old friendships, greeting arriving relatives, consoling tired children, discussing politics, watching unauthorized cars get towed and talking about their growing hunger pangs, all while the line continued to crisscross and traverse a very disorganized landscape.

Some people passed the time by comparing the colors of their invitations which read, ***"The State of South Carolina Welcomes President George W. Bush, Thursday, October 24, 2002, Jim Doolittle Flight Facility, Atlantic Coast Airlines, 2625 Aviation Way, West Columbia, SC, Doors Open 9:30 a.m. – Please arrive no later than 11:15 a.m."*** The reverse side admonished any would-be counterfeiter that it was a "*Federal crime"* to duplicate any part of this official invitation. I later learned the color-coding strategy — brown

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Ron Crowell named 30's department head

Capt. Ron Crowell was recently selected to head the Surveillance and Systems Engineering Department (J30). Prior to this assignment, he served as head of the Communication Systems Department (J50). Dual-hatted, Capt. Crowell is also SSC Charleston's executive officer.

A native of Oakland, Calif., Capt. Crowell was commissioned an Ensign through the Reserve Officer Training Candidate program at the University of California at Berkeley in 1977. Upon completion of basic submarine and weapons training, he served in ballistic missile submarines from 1978 through 1983. In 1983, he was selected for the Navy Nuclear Propulsion Program and subsequently served a nuclear division officer tour aboard a Trident Class submarine and a department tour aboard a Sturgeon Class attack submarine.

Capt. Crowell served as the director of navigation for the Officer Training Department of the Naval Submarine School in Groton, Connecticut, from January 1990 through June 1991. He was then selected for the Engineering Duty Officer Program and earned a Master of Science Degree in Electrical Engineering from the Naval Postgraduate School in Monterey, Calif.

Previous engineering duty officer assignments include project team leader in the Submarine Communications Program Office at SPAWAR Headquarters in Washington, D.C.; Executive Officer at the Naval Ordnance Station Louisville, Kentucky; and deputy director of the Microwave Systems Directorate at the Naval Surface Warfare Center in Crane, Indiana.

Capt. Crowell is authorized to wear the Meritorious Service Medal with one star, the Navy and Marine Corps Commendation Medal with 3 gold stars, and the Navy and Marine Corps Achievement Medal with two gold stars.

Charlie Adams named 50's department head

Charles E. Adams was recently selected to head the Communication Systems Department (J50). Just prior to this assignment, Charlie managed the Satellite Systems Division (J54) with a team of 135 engineers, scientists, and technical specialists.

In 1984, Charlie accepted a position as an electronic engineer at the former NAVELEX Charleston, and has been with this command through all of its mergers and name changes. As a senior engineer, Charlie led a government-industry team in the design, development, testing, evaluation, production and fielding of a satellite communications system in support of U.S. Navy Maritime Patrol Aircraft. In 1990, he was selected to head the UHF Satellite Communications Branch, which provided planning, engineering management, implementation and life cycle support for UHF satellite communications systems installed aboard U.S. Navy ships and shore facilities worldwide.

Charlie earned his bachelor's degree in computer and electrical engineering from the University of South Carolina. He is also a graduate of the Federal Executive Institute, the U.S. Army Advance Officer Leadership and Development Course, and Dale Carnegie Executive Leadership Courses. He has received numerous awards including the SPAWAR Headquarters' Team Award for the Digital Modular Radio Project Team, U.S. Navy Civilian Desert Storm Medal, U.S. Army Commendation, U.S. Army Humanitarian Award, the National Defense Medal, Charleston area Employee of the Year, the Outstanding Managerial/Executive Award for 1999, and he was the recipient of the 1991 Black Engineer of the Year Award.

DF Calibration Improvement Team members from SSC Charleston include: standing (l-r), Willie Hawkins, Nick Gigis, David Walker, and Bill Mello; seated (L-R), Bruce Young, Jeff Lucas, and John Simpson.

The team especially thanks Mr. Hawkins (standing, far left) and the entire Charleston Naval Weapons Station's frequency management organization for their exemplary support and professionalism.

Directional Finding Calibration Improvement Team *WINS* SPAWAR Lightning Bolt Award

SPAWAR Headquarters (PMW 189, Gary C. Wang) recently presented the coveted Lightning Bolt Award to the Directional Finding (DF) Calibration Improvement Team for their aggressive and innovative work in DF calibration improvement, and their positive impact upon the U.S. Navy's ability to conduct information warfare.

Currently, the Information Warfare Exploitation Shipboard Direction Finding Branch (J712) installs four types of Signal Intelligence DF systems on U.S. Navy surface ships. Each type requires calibration to ensure accuracy. As a ship circles a geographic point near the calibration site, a set of transmitted frequencies builds a database for the DF system. The number of circles required during calibration depends on frequencies generated during each circle. Conventional calibration requires 30 to 48 hours.

The DF Calibration Improvement Team's focus was reducing calibration time and increasing the sites that can support the rapid calibration method. Next, the team will focus on reducing the required frequencies, which is expected to reduce the calibration time by 25-50 percent. Software changes have been the primary improvements that produced these rapid calibration procedures.

The improvements developed by this team provide the Fleet with greater flexibility in meeting operational requirements, and reduce calibration costs anywhere from $20,000 to $100,000 (including fuel savings).

Members of the Direction Finding Calibration Improvement Team include: SPAWAR Headquarters (**Gary Wang** (PMW 189), **Frank Doherty**, **Ed Butrovich**, **Al Bennett**, and **Sal Ledesma**); SSC San Diego (**Annette Nielson**, **Jerry Almazon**, **Chiang Tom**, **Robert Lyons**, and **Jamie Schlosser**); SSC Charleston (**John Simpson, Jeff Lucas, Bill Mello, David Walker, Chuck Shoemaker**, and **Nick Gigis);** support contractors, Southwest Research Inc. (**Steve Saulnier**, **Pat Siemsen**, **Sam Williston**, and **Russ Rittiman**); BAE (**Chuck Smith** and **George Andrzejewski**); TITAN (**Sam Nelson** and **Ralph Malaker**); UNICON (**Paul Caderet);** QUADX (**Don Ransbury**); ASI (**Ron Serpone** and **Dave Hovey**).

For their responsive fleet support, small business innovative research efforts, and reduction in a ship's required time to turn circles near a Navy calibration range, the Information Warfare Exploitation Shipboard Direction Finding Branch (J712) has received numerous Bravo Zulu's from the U.S. Navy, U.K. Navy, and SPAWAR Headquarters. Twenty-eight on-the-spot awards presented to J712 team members were a direct result of recognition from other commands.

Makridakis earns first Execution Excellence Award

George Makridakis was the first recipient of SSC Charleston's Execution Excellence Award. The award, instituted by our new executive director James Ward, recognizes those people whose execution and follow-through during the course of their job performance goes above and beyond the call of duty — a model for others to follow.

George provides mail delivery twice a day throughout the main engineering center. His services, a vital link in the command's communications, are performed with extreme pride as he delivers the mail and supplies promptly and courteously. George always greets everyone, remembering countless employees' names in every department.

The redundancy doesn't bother George — making the rounds twice a day, everyday. As the postal saying goes, "...rain, shine, sleet, or snow..." the mail is there on time, everytime. George, *the Mailman*, knows just how important the mail is to this command.

Congratulations, George! Keep up the good work!

'Tiger Team' earns Lightning Bolt Award

The SPAWAR Tiger Team: Standing (l-r), Ron Lang (J762), Troy Collinson (J762), Kenny Atkinson (J762), Bob Deyermond (J762), Frank Reid, and Mike Schultze (J784); kneeling (l-r), Kevin Gross (J784), Sam Coseim, Bruce Miller (J785), and Jerry Melancon (J784).

In March 2002, the Commander U.S. Fleet Forces Command (CFFC) declared an emergency situation in the Atlantic Fleet area. Operation Enduring Freedom created a severe backlog in the Naval Messaging Systems supporting the Fleet. To address the problem, SPAWAR's commander, Admiral Kenneth Slaght, ordered all available SPAWARriors to find an immediate solution. The SPAWAR Tiger Team — messaging experts from our NCR office (J70) — formed and headed to Norfolk, Va., on March 20. Working around the clock, the team not only solved the immediate backlog, but they also put into place solutions that will handle the Fleet's future messaging needs.

On April 5, Monica Shephard recognized the SPAWAR Tiger Team's successful efforts, and personally thanked them. Dual hatted, Ms. Shephard is the commander, Task Force Web, Chief of Naval Operations (OPNAV N09W) and the director, Command, Control, Communications, Computer and Combat Systems, U.S. Atlantic Fleet. On Sept. 24, back at the NCR office in Washington, D.C., **Jerry Koening**, head of the Intelligence and Information Warfare (I2W) Systems Engineering Department (J70), and **Susan Pippin**, NCR's senior liaison, presented the SPAWAR Lightning Bolt Team Excellence Award to the Tiger Team.

Lightning Bolt Award presented to the 'Site R' team

The Site R Team is recognized for their team excellence. Pictured (l-r) are: John McLeod (J70), Ken Ballard (J30), Robin May (J70), Capt. Nancy Deitch, Rear Adm. David Antanitus, Matt Ralston (J70), Mark Scully (J0F), and Robert Leap (J70).

In September 2002, SPAWAR headquarters extended the SPAWAR Lightning Bolt Team Excellence Award to the Alternate Site Multi-Installation (Site R) Team. Capt. Mickey V. Ross, manager of the Shore Installation Department (04N) said, "It was a greatly successful effort that has brought high level Navy attention to the responsiveness and vlaue that SPAWAR brings to its customers. SPAWAR headquarters appreciates the critically important contribution of SSC Charleston's government/contractor personnel towards the success of the Alternate Site Multi-Installation (Site R) Team."

The 9-11 terrorists attacks prompted a series of urgent high-level reviews of Navy staff capabilities. The Vice Chief of Naval Operations (VCNO) wanted to rapidly assess potential weaknesses, direct immediate corrective action, preclude continuity of operations failures, and, to ensure that deployed C4ISR systems adequately met today's joint requirements. As a direct result of that survey, there was an immediate need to upgrade the Site R Navy capabilities to mirror its Navy Pentagon facility capabilities in time to support a high priority national level exercise. The VCNO tasked SPAWAR to develop a plan of action to meet those requirements.

A team of extremely dedicated SPAWAR employees and contractors organized to implement an Alternate Site Multi-Installation effort. This team successfully accomplished an 8 to 12 month installation implementation in less than two months, and within budget — an intense effort. The professional knowledge and cooperative spirit demonstrated by this team contributed significantly in the success and timely completion of this effort. The flawless execution and teamwork displayed by all involved demonstrates once again how the SPAWAR team can perform corporately to accomplish great things.

Congratulations to each of the following Site R team members for a job well done:

SSC Charleston: **Bob Leap** (J732RL), **Brett Hull** (J613BH), **Charlie Hart** (J613CH), **Dan Coy** (J541DC), **Dan Douglass** (J724DH), **Don VonBehren** (J0F-DB), **Jim Criddle** (J541JC), **Joe Sisti** (J542/Norfolk), **John Albers** (J541JA), **John McLeod** (J732JM), **Ken Ballard** (J635KB) **Kenny Juncu** (J541KJ), **Mark Scully** (J0F-MS), **Matt Ralston** (J724MXR), **Robin May** (J732RM), **Scott Henson** (J541), and **Tim Boggs** (J537/Norfolk).

SSC San Diego: **Jim Farley**.

SPAWAR Headquarters: **Capt. Mickey Ross** (04N), **Cmdr. Ralph Abislaiman**, **Dick Dallaire**, **Don Alkema**, **Mike Baker**, **Milton Martinez**, and **Nhu-nga Do**.

Support Contractors: **Andre Hebert**, **Dan Lawton**, **Eric Hill**, **Jim Martin**, **Ron Gruber**, and **Thron Irving** (TDS); **Bernd Lane**, **Keith Howell**, and **Bill Edwards** (TEXCOM), **Bob Acosta** (WareOnEarth), **Bryan Swann** (EMA); **Dan Ogletree** and **Lou Rojas** (AMSEC); **Russ St. Onge** (ATG); and **Wes Boles** (MILCOM).

John Atwood — 'Volunteer of the Year'

Congratulations to **John D. Atwood** who received the Volunteer of the Year Award for 2002 from the Indian River Branch of the YMCA of South Hampton Roads. The award is in recognition of his untiring devotion and service as chairman of the branch's board of directors.

John is a technician in the Tidewater Support/Special Projects Branch (J514) in Portsmouth, Va. He is a NISE East/SSC Charleston plankowner and is an acknowledged expert in the design, installation, testing, and repair of shipboard interior communications systems. John is currently tasked by NAVSEA 53P to serve as the ISEA for shipboard IC systems, and is heavily involved with most ships at some time or another.

Tom Russel (J514TR/Portsmouth) said, "Next time you're on board, and you hear liberty call on the 1MC, John had something to do with it."

The C.O.'s trip to the ice!

By Captain Nancy L. Deitch
Commanding Officer

The last time I was stationed anywhere I needed a winter coat was almost 15 years ago. So picture my delight (?) when I learned of my acceptance to travel to Antarctica to meet with the SSC Charleston's code 36 employees and contractors who deploy every season in support of the National Science Foundation's United States Antarctic Program.

To backtrack a little, just getting to this point was a major feat, having turned my body over to the medical establishment for an extensive series of checkups and tests to ensure my physical well being. As you remember from past *Chronicle* articles, medical emergencies on Antarctica are a challenge best avoided, if possible. So with a clean bill of health and passport in hand, I was off for the ice.

Day 1 (Monday). Getting to Antarctica involves a long, mind-numbing, hopefully uneventful 24 hour (including the 8-hour layover) trip to Christchurch, New Zealand, home of Operation Deep Freeze (ODF). ODF is really a multi-service, sometimes multi-national, effort. Under executive agency of the Air Force (USTRANSCOM), ODF is supported by the Coast Guard for ice breaking services, the Army for food services inspections, and the Navy (SSC Charleston) for air traffic control, meterology (forecasting) ground electronic maintenance and aviation technical services engineering. The first order of business in Christchurch was to get outfitted in my extreme cold weather (ECW) gear — two pairs of long underwear, a layer of fleece, three pairs of thermal socks, hats, goggles, balaclava, parka (green to match my BDUs), three different types of gloves, all capped off with a set of stunning "bunny" boots. You learn to travel everywhere in Antarctica with some subset of your ECW close at hand. The weather changes quickly, and you can't afford to be caught without it.

Day 2 (Tuesday). Showtime for the flight is early. I've gotten lucky, and am manifested on a C-141. With luck, this only means a five-hour flight instead of an eight-hour flight on a C-130. I say "with luck" because there is always the possibility of a boomerang. Air travel to Antarctica is all about the weather. Questionable weather at the runway when the plane reaches the "point of safe return" means a boomerang back to Christchurch, and a repeat the next day. This is where SPAWAR comes in. We do the weather observation, forecasting, and air traffic control services on the ice, as well as all electronic maintenance. Today, the weather is good. Travel on a C-141 is minimalist. Troop seats, bag lunches, yellow foam earplugs. They call it the "tube." We're wearing portions of our ECW and sitting on our parka. Limited room to move — best you can hope for is to fall asleep fast.

We land on the Pegasus runway. Arrival in Antarctica is breathtaking. It's 41 degrees and blue sky for as far as the eye can see. Mount Erebus, an active volcano, can be seen in the distance. Art Cayette (SPAWAR's site manager in Antarctica) picks us up for the hour-long ride over the ice

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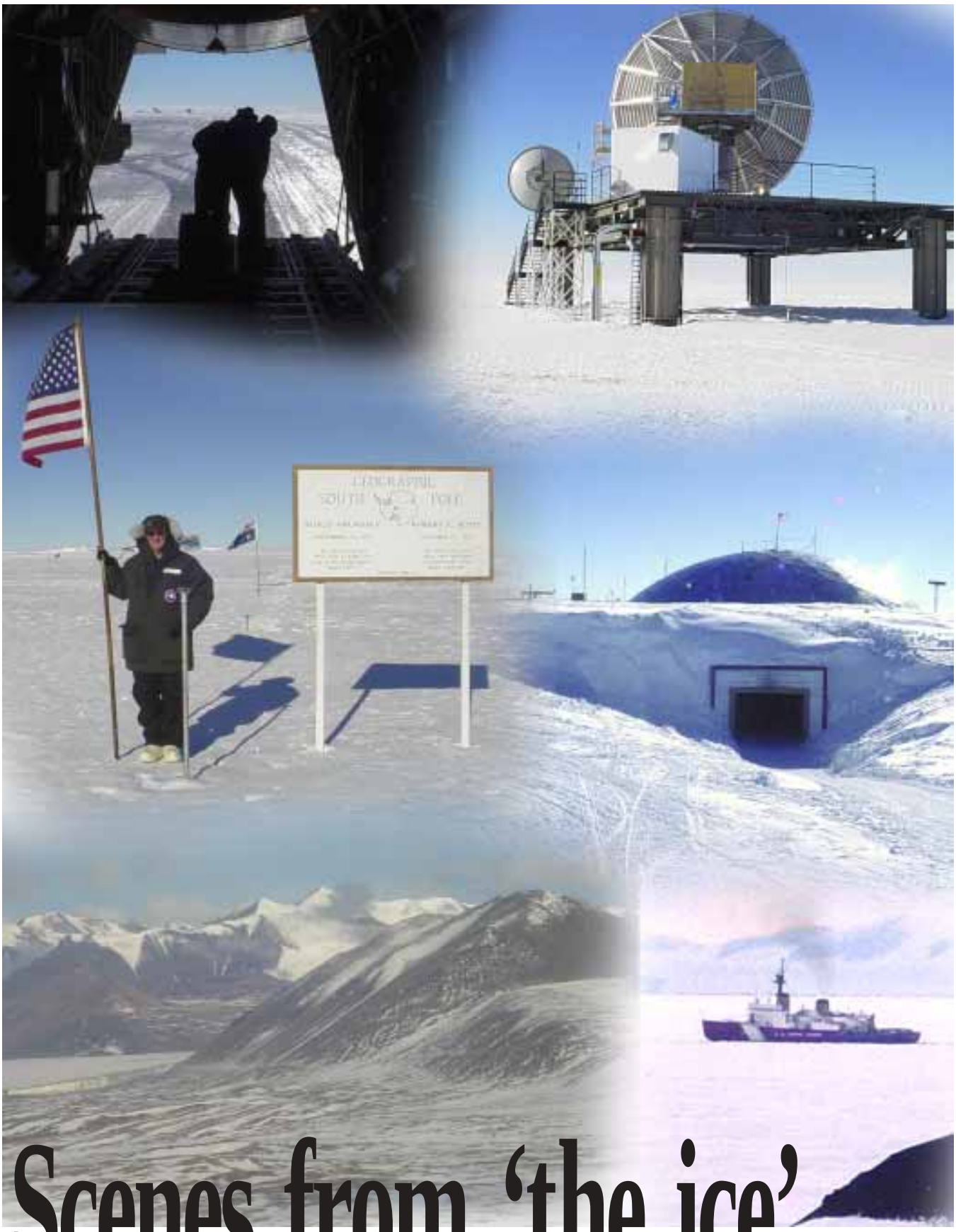

Scenes from 'the ice'

The C.O.'s visit to the ice
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shelf to McMurdo station. With a winter-over population of about 200 personnel, McMurdo swells to a rollicking city of 1,100 during the summer season. It boasts a bowling alley, fitness center, and most importantly, a state of the art laboratory facility, the Crary center. This is what it's all about — our support to the National Science Foundation's research in Antarctica. The DV (distinguished visitors) quarters look much better from the inside; enough said. The dining facility is large, comfortable, and the food is plentiful. Excitement means "freshies" on the menu, anything green that didn't come out of a can, or frozen. The first thing you learn to do is sort your trash, paper, plastic, food, etc. It's a closed environment, so everything that doesn't get consumed, eventually gets packaged up again and sent back off the continent.

Day 3 (Wednesday). I follow an Air Force crew bound for the South Pole through their preflight briefings so I can observe first hand the operational support SPAWAR ATS provides. Everything to and from the South Pole goes by air and we play a critical role in that effort from predicting the weather, to performing classic air traffic control functions, to maintaining the ground electronics equipment. The big news is that the Coast Guard icebreaker, Polar Sea, is only three miles out, but making slow progress. It will take another 18 hours before she reaches McMurdo. In the afternoon, I visit the laboratory facility where National Science Foundation grantees are conducting groundbreaking work in geology, biological sciences, and meteorology. For those of you interested in additional information, I would recommend the web sites listed at the end of this article.

Day 4 (Thursday). I'm off to the Amundsen-Scott South Pole Station. I was concerned that bad weather would cancel my trip; but again, my luck holds. From the air, the South Pole Station looks like a white smudge. And boy, is it cold. Life at the pole is about supporting scientific research. The excitement here revolves around the South Pole Station Modernization Project, a ten-year construction program (imagine building a major laboratory facility in a location where the summer high may reach 0 degrees Fahrenheit) that will significantly expand the capacity of the station to conduct research. Extensive research is conducted here in meteorology, astrophysics, seismology, and climatics (remember, Antarctica is a desert). SSC Charleston contributes significantly here by providing engineering support such as: satellite communications, the only means of high-speed connectivity off the station; design and installation of meteorology systems; high-frequency communications for flight following, and Radar Navaids support. Three geosynchronous satellites provide only 11 hours coverage to the station during which Internet, high-speed data transfers, and e-mail are available.

Day 5 (Friday). Another banner day, and some of the most spectacular scenery ever to be seen. This time, a flight up the Dry Valleys to see some of the unique areas where SSC Charleston gear is located. The Dry Valleys are ice free because mountains on the west side of the region are high enough to block the ice flow into the region. Pre-positioned weather sensors provide data on cloud height, pressure, wind speed, direction, visibility, temperature and relative humidity. Three weeks after sunset (remember that comes at the end of February), the solar batteries cease functioning, and the Automated Weather Systems go silent for the winter season. Here, maintenance requires a helicopter ride; and you better have the right replacement parts with you the first time.

At the end of the day, it was hop the van back to Pegasus, for another mind-numbing return flight to Christchurch. My trip was exceptional because I had the opportunity to meet the dedicated SSC Charleston people, and its myriad of contractor support, that we send to the ice to support a really important scientific mission. My thanks to all!

Recommended URLs:
http://www.nsf.gov/od/opp/support/mcmurdo.htm
http://www.spole.gov/
http://scilib.ucsd.edu/sio/nsf/fguide/index.htm
http://www.nsf.gov/od/opp/antarctic/imageset/satellite/start.htm
http://amanda.physics.wisc.edu

SPAWAR, part of the 'Hunley' team

In August 2002, the National Trust for Historic Preservation notified Secretary of the Navy Gordon England that the U.S. Navy had been selected to receive the first annual National Trust/ Advisory Council on Historic Preservation Award for Federal Partnerships in Historic Preservation for the raising of the *H.L. Hunley*.

The Advisory Council on Historic Preservation and the National Trust for Historic Preservation recognized the following at the 2002 National Preservation Conference in Cleveland, Ohio, on Oct. 10, 2002: ViceAdm. Patricia Tracey, U.S. Navy; **Capt. Nancy Deitch, SSC Charleston**; Dr. William S. Dudley, Naval Historical Center; William Light Kinney, Jr., NT Advisor; Vanessa Turner-Maybank, NT Advisor; Rodger Stroup, South Carolina SHPO; Stephan McCrae, Palmetto Trust for Historic Preservation; and John Hildreth, NT Southern Office.

We've Moved!

...Well, not us, but our website address. SSC Charleston's public web site, previously at http://www-chas.spawar.navy.mil, has moved. The new address, also known as a uniform resource locator (URL), is http://sscc.spawar.navy.mil.

Currently, the http://www-chas.spawar.navy.mil URL provides additional notification of this change and a redirect link to the new site. However, that page and the www-chas.spawar. navy.mil address will expire on June 4, 2003. Please adjust your bookmarks and links to reflect this change. The new command brochure, as well as *The Chronicle* both reflect the new URL, and can be viewed online.

This new address (sscc.spawar.navy.mil) better reflects our name, SPAWAR Systems Center, Charleston (SSCC), making it easier to remember; and our migration to the Navy Marine Corps Intranet afforded us the opportunity to establish a more user-friendly URL.

Our European presence expands, along with our appreciation for the country's history

By: Maria Whittington, Management Assistant, European Office

SSC Charleston's European office has grown tremendously. Only three people opened the office just a few years ago, and now 65 SPAWARriors call it home. Based in Stuttgart, Germany, the European office provides technical services and support to the United States military services throughout Europe. In April 2002, the newest addition to the European office — the C4ISR Systems Engineering Branch, managed by **Mark Held** — was established. With 25 team members located in the Heidelberg area, this branch supports the U.S. Army Europe headquarters, Victory Corps headquarters, the deputy chief of staff information management office, the deputy chief of staff engineering office, and the 5th Signal Command. This new branch provides C4ISR architecture, telecommunications, web development, and information technology process program management.

The C4ISR Systems Engineering Branch is located on *Campbell Barracks*, a former German WWII Army base. On Aug. 23, 1948, the caserne was formally named Campbell Barracks in memory of Staff Sergeant Charles L. Campbell, 14th Infantry Regiment, 71st Infantry Division. Campbell was awarded the Distinguished Service Cross posthumously for extraordinary heroism. Two days before the surrender of Heidelberg, on March 28, 1945, Campbell was returning to the west bank with valuable information when he was killed as he led a patrol across the Rhine River near Mannheim.

This new office's location — the city of Heidelberg — is a truly unique place to work and live. Located on the Neckar River, it is, in my opinion, one of the most beautiful cities in Germany. The oldest human remains discovered in this ancient city are estimated to be 500,000 years old. The city, inhabited by the Celts, and then the Romans, is probably one of the most preserved cities in Europe. It is home to one of the oldest universities in the world, the University of Heidelberg, founded in 1386. It is the third oldest German-speaking, university in Europe, after Vienna and Prague. This university is still among the most prestigious in Europe, and students from all over the world come here to complete their degrees. The most famous attraction in the city is the Heidelberg Castle. This castle was built in the 13th century and was home to many royal families and their descendants. When you enter the city of Heidelberg, the castle is in full view. The main street in Heidelberg, the Haupstrasse, remains a cobblestone shopping district. On a daily basis, thousands of tourists explore the city. Heidelberg also attracts many celebrities. And several authors, such as Ernest Hemingway, have spent most of their careers here. Heidelberg is a city with a glorious history, but it also has a reputation as a modern, cosmopolitan town. It is definitely a must-see, when traveling to Europe.

Interesting Facts in the Timeline of Heidelberg (Encyclopedia Encarta)

~800 B.C.: the Celts settle on the "Heiligenberg" (where the castle is located)
~900 B.C.: the Romans occupy the region
260 A.D: the Romans are driven away by the Alemannic tribe
765-767: a lasting settlement is formed and the villages of Handschuhsheim, Neuenheim, Rohrbach and Kirchheim are established.
1155: Konrad of Hohenstaufen granted the title of the Count Pallatinate at Rhine
1196: the name "Heidelberch" is first mentioned
1125: the history of the castle begins, when the Wittelsbach Ludwig I, gained it as a result of a feud, with the intention that he might protect the trade road into the Neckar Valley.
1356: the electoral title is embodied in the constitution
1386: Ruprecht I founded the University
1400: building of the Holy Ghost Church commenced.
1518: Martin Luther was given the opportunity to defend his thesis in the Heidelberg Augustinian Cloister
1618-1648: the Thirty Years' War; Heidelberg ransacked and destroyed on numerous occasions
1622: the University was closed in the course of the war's turmoil
1652: the University reopened
1685: the lineage of Ludwig I of Wittelsbach became extinct
1689: the surrounding town and villages are destroyed
1693: the town and castle are captured by the French; the castle is blown up and Heidelberg burned to the ground
1697: the restoration of Heidelberg begins
1701: the Town Hall was built
1712-1715: the Palais Morass is built
1712-1735: restoration of the Old University began
1786-1788: the Old Bridge is built
1803: the University is reformed by the Grand Duke of Baden Karl Friedrich
1948: Campbell Barracks (present location of the C4ISR Systems Engineering Branch) is handed over to the American troops
2002: SPAWAR's C4ISR Systems Engineering Branch is opened

Relocating runways, and moving mountains — no small task!

By Lynda Silvers
Chronicle Editor

Steve Whitbeck (l-r), , David Broyles, Jeff Israel, and ACCS(AW) Kirby Johnson are keyplayers in the Runway Relocation Project in Japan.

We know our SPAWARriors are good, but can they move mountains? Can they increase the size of an island by more than 500 acres? Can they build a new air traffic control facility where the Setouchi Sea flows? You bet they can! And that's exactly what's happening at the Marine Corps Air Station located on Iwakuni, Japan.

As Japan's population quickly increased, problems with the airfield in Iwakuni began to emerge. The deafening noise and safety hazards generated by the planes taking off and landing on the tiny airstrip in a densely populated area was becoming more than a mere nuisance. But what could they do? Increase the size of the island? Reclaim the sea? Well, yeah, that might be a possibility.

In 1973, Japan's government began studying the terrain, looking for answers. Through the years, they developed some options; and in 1993, Japan signed a basic agreement with the United States. The goals were to reduce noise, improve safety, boost the local economy, and eventually provide commercial use of the airfield. Oh, and they also wanted to increase the land size by 531 acres. Not a small task.

The multi-billion dollar, colossal, ten-year project began by literally moving a mountain into the sea. Over 16 billion cubic meters of landfill — that's five times the volume of the Pentagon — is required to relocate the existing runway 1,000 meters seaward, reclaiming the Setouchi Sea. The nearby Atago Mountain is being leveled. Huge conveyor belts move the earth to the city's port where barges transport it to the reclamation site — literally increasing Japan's real estate.

Our folks in the Air Traffic Control Systems Engineering Division (J31) are overseeing this project. They are the ones who determine the exact placement of the runway, the control tower, and other essential elements. "We are rebuilding the entire air station," said **Jeff Israel** of the ATC Facilities and Engineering Branch (J313). "This is a capital improvement for Japan. New roads provide the people access to areas that they didn't have before because it was on a base, and schools are being closed and turned over to the city," Jeff said. Additionally, once the project is complete, the flat land where Atago Mountain once stood will be commercially developed — an added bonus for the town of Iwakuni — and a boom for the local economy.

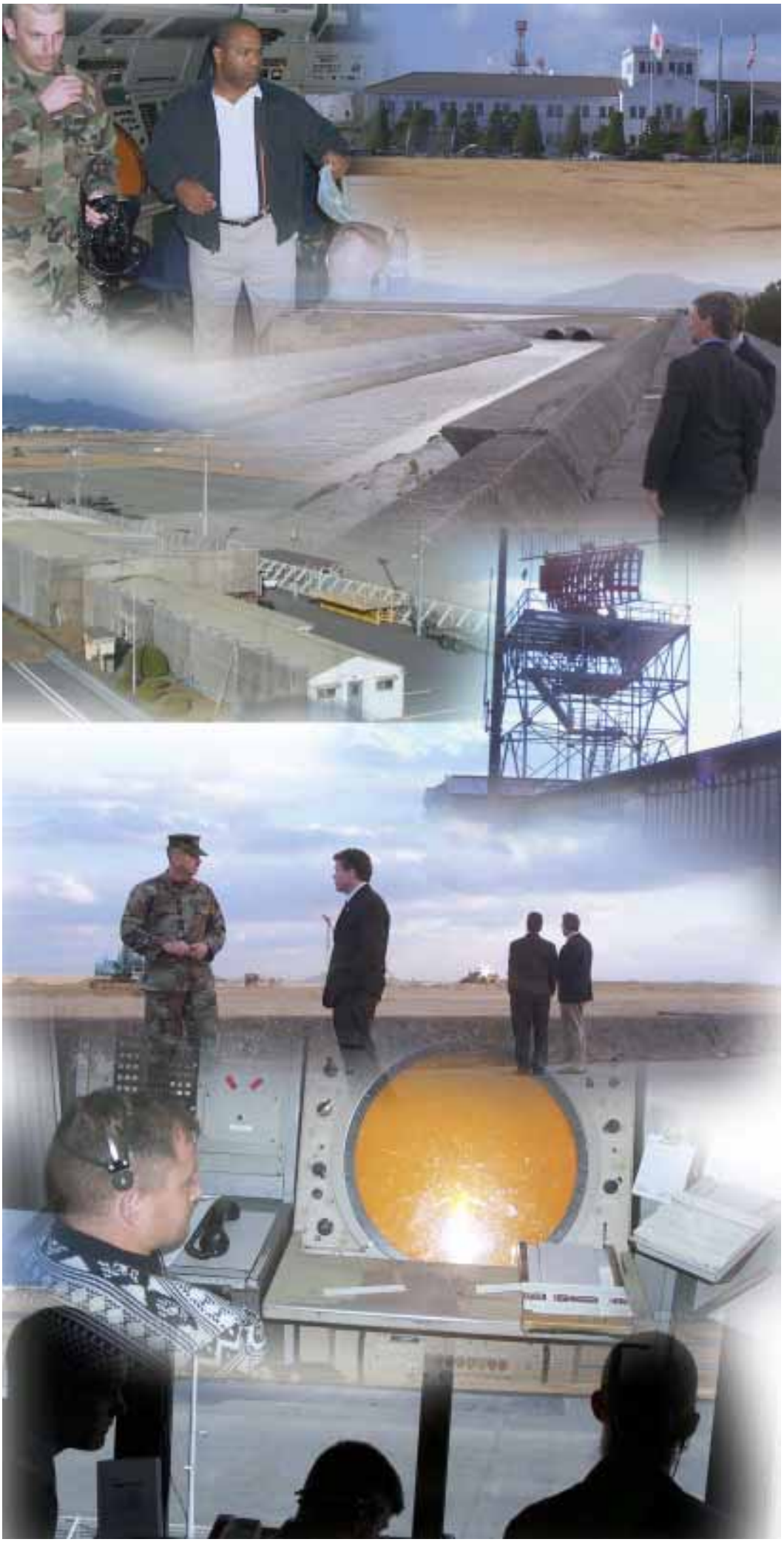
The ATC Division is teaming with our Engineering Support Technologies Division (J32) and SSC San Diego to totally rebuild the Marine Corps Air Station at Iwakuni. Not only are they rebuilding the airfield (including the runway, control tower, and the hangars), but also a deep-water port and an ordnance area.

"Although there's a significant increase in available land, the space is still very confined," J31's division head, **Phil Braswell**, said. "The space is tighter than you could ever imagine. We can't make any mistakes. If we move one thing, it impacts something else," he said. "We have to make sure everything is in the right place and ready to go before that first plane takes off on the new runway," Phil said. "That's part of our challenge, because once we use the new runway, Japan will not allow us to use the old one again. That's their rule — we have to get it right the first time."

As you can imagine, multiple projects are going on at the same time. With the enormous help of the local Japa-

nese workforce, completion of the deep-water port is expected this year. The tower construction is scheduled to coincide with the National Air Space Modernization of ATC systems installations. Existing analog airport surveillance radar will be replaced with digital airport surveillance radar. Existing automation systems will be replaced with standard terminal automation replacement systems. And existing information displays will be replaced with visual information display systems.

Completion of the air traffic control facility installation is expected in 2008. If things go as planned, and why shouldn't they with our SPAWARriors in the forefront, the entire project will be complete in 2009.



With the ATC Systems Engineering Division (J31) as the lead SPAWAR field activity, the following SSC Charleston branches are providing significant support to the MCAS Iwakuni Runway Relocation Project:

ATC Facilities and Engineering Branch (J313), **Steve Whitbeck**, head.

ATC Communication Systems Engineering Branch (J314), **Robbie Johnson**, head.

METOC Systems Branch (J315), **Tim Kimbrell**, head

Environmental Effects Branch (J323), **Kathy Khalil**, head.

Special Programs Branch (J743), **Denise Cochran**, head.

USNS Comfort receives new IT servers

By Erik Arena, Technical Specialist
Systems Administration Branch (J764)
National Capital Region Office

SSC Charleston's National Capital Region (NCR) office (J76) has supported the *USNS Comfort Medical Ship* since 2000. We installed the first NT 4.0 Network aboard the vessel with 250 workstations. The initial requirements were to provide them with a file-and-print and exchange server, database and backup servers, Internet Protocol (IP) phones and IP television. Although a SPAWAR team engineered, installed and configured the initial systems, our people currently maintain and support the *Comfort's* server environment. Once the systems were fully functional, we trained the crew's IT staff and performed the system's administrative functions. The first year's support was just one workday each week. During fiscal year 2002, we provided full on-site support for all dock trials, averaging two workdays a week.

As one of the team members, I deployed with the *Comfort* during the summer of 2002 for *Baltic Challenge 98*, a Partnership For Peace exercise in the Baltic Sea near Lithuania. At the beginning of fiscal year 2003, we supported the *Comfort* three workdays a week, with two major efforts: migrating the *Comfort* systems to Windows 2000; and preparing the system for an anticipated deployment to the Middle East.

In December 2002, the *Comfort* was reactivated. **Ronald McConahie** (J764), **Kurt Beernink**, senior engineer for J765, and I prepared the ship for deployment, coordinating installation and configuration contractors. One week before deployment, we worked closely with contractors and SSC Norfolk. Our job was to configure the ships network (firewall and routers) for telemedicine services while at sea. Another circuit for video teleconferencing was also installed in the ships intensive care unit and command conference room. The medical imaging systems connected to the radiology subnet were configured to provide an archive of diagnostic quality images — images that are now available to onboard doctors in their offices and staterooms. Moreover, these images can be transmitted to off-ship locations. Integration, testing, and training continued for three weeks following the *Comfort's* departure from Baltimore, Md. I met daily with each group of contractors to troubleshoot, communicate with off-site technical representatives, modify firewall configurations, and establish static routes to specific medical treatment facilities. The *Comfort's* existing IPTV capabilities were upgraded to provide multicast, on-demand, and live feeds from various sources. The *Comfort's* configuration now allows news and sports broadcasts, as well movies, without desktop service interruption.

Two days prior to the *Comfort's* departure, they received ten new servers. All have been installed and configured with Windows 2000. Underway, we installed and configured each server to support new requirements (such as a ship board intranet, web-based clinical reference library, and network monitoring). The ship now has 21 servers, each performing a specific role and/or serving as backup. Fifteen new network printers were also added.

As the ships technical expert on network integration, ship-to-shore internet connectivity, desktop and server farm support, I will deploy with the *Comfort* for three to eight months, depending on the ship's requirements.

Fleet Systems Engineering Team — ready when you are

Admiral Slaght (far left) presented letters of commendation for FSET's support of Enduring Freedom. Shown from left to right with Admiral Slaght are: John Kimbler (Horizon), Jesse McGuire (Titan), Rich Evans (Horizon), Doug Harrison (Horizon), and Tom VanderBloemen (SSC Charleston). FSET Naples personnel not shown are: Kelly Jonus (Horizon), Scott Knauss (Titan), Ike Germos (Titan), Robie Monroe (Darlington), and Rick Glover (SAIC).

By Tom Van der Bloemen and Pam Brown
SSC Charleston European Office

Need C4I support when you're out to sea? Don't worry. Your FSET support person is right there with you.

Fleet Systems Engineering Teams (FSET) provide optimal C4ISR and IT support to Battle Groups and Amphibious Readiness Groups before and during deployment, and also to main shore sites as well.

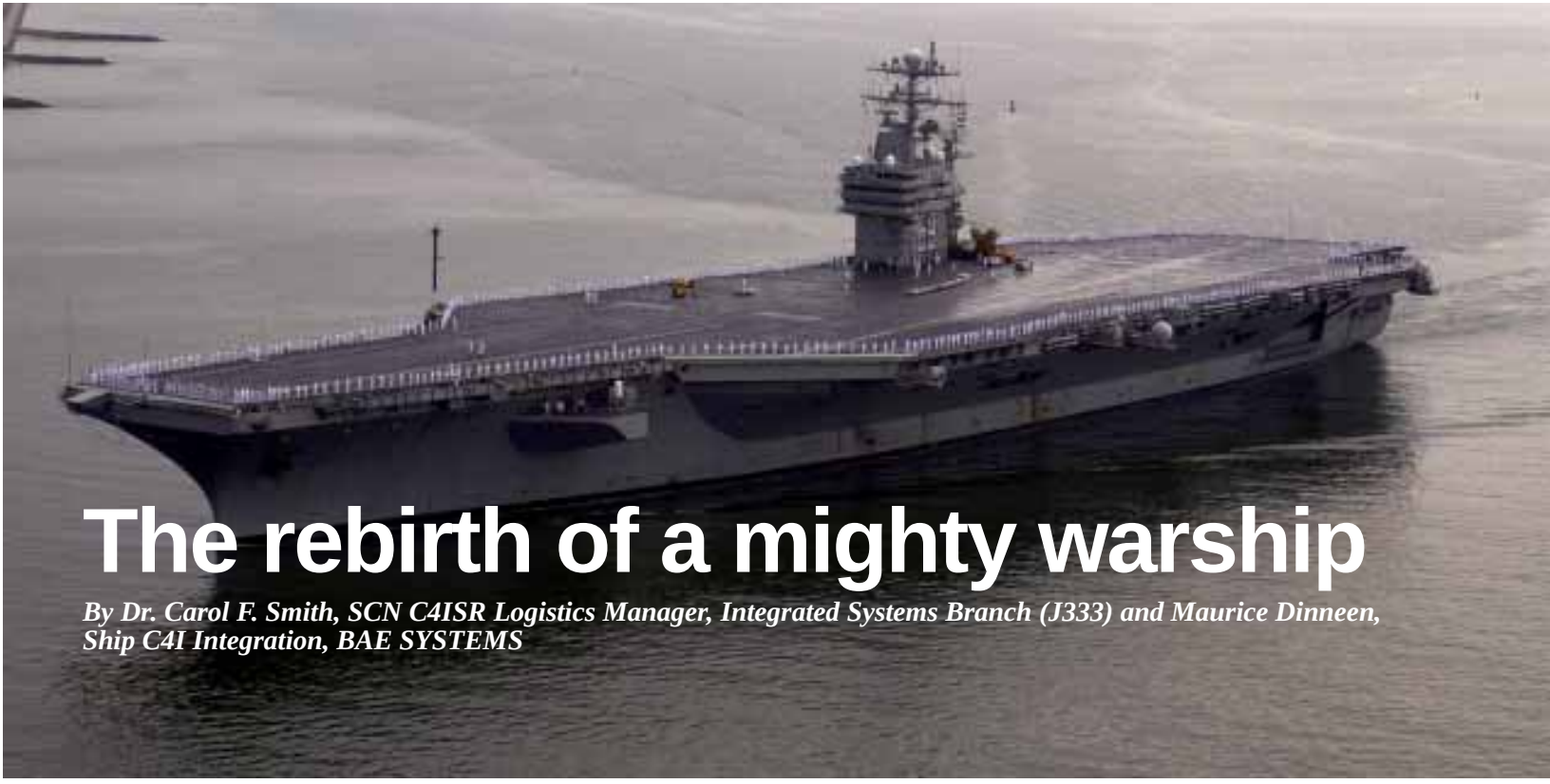
Having an FSET aboard or ashore means having an expert on hand to immediately start troubleshooting and solving C4ISR problems as soon as they arise. FSETs are extremely valuable liaisons between ship and shore operations, knowing exactly who to contact onshore. FSETs act as the senior advisor to staff and shore-based C4ISR service providers.

The FSET Naples group is a part of this dedicated support, always ready to offer their expertise. The FSE teams at Naples and Gaeta, Italy, support a number of important C4ISR functions. There are also full-time FSEs assigned to the Sixth Naval Fleet.

The Naples FSETs work in their offices, at shore installations, or on deployed ships.

FSET members have extensive experience, and are ready to go wherever needed. Everyday brings new challenges. As senior technical advisors, they take part in operational briefs and tactical decisions. As network problems arise, FSETs are ready for the task, repairing everything from communication and cryptographic equipment to network applications. On shore, FSETs prevent and resolve network service issues vital for fleet operations. They also build and install new netork systems in Naples.

Being a member of an FSET requires military style dedication — 24 hours a day, seven days a week. When a problem arises, day or night, FSETs are ready to step in, take charge, and resolve the problem.



The rebirth of a mighty warship

By Dr. Carol F. Smith, SCN C4ISR Logistics Manager, Integrated Systems Branch (J333) and Maurice Dinneen, Ship C4I Integration, BAE SYSTEMS

The *USS Dwight D. Eisenhower* Refueling and Complex Overhaul

An important milestone in a carrier's 50-year lifecycle is the Refueling and Complex Overhaul (RCOH) that occurs around the ship's midlife. Northrop Grumman Newport News Shipbuilding recently completed the RCOH for the *USS Nimitz* (CVN 68) and is currently refueling the *USS Dwight D. Eisenhower* (CVN 69), which was commissioned on October 18, 1977. After nearly 25 years of continuous service, the ship is undergoing a three-year maintenance period to refuel her nuclear reactors, upgrade and modernize her combat and communication systems, and overhaul the ship's hull, mechanical, and electrical systems. Upon redelivery, she will be ready for another 25 years of service.

The nuclear-powered aircraft carrier is now out of dry dock and is halfway through its RCOH. Work performed will include the completion of the overhaul of the propulsion plant, habitability spaces, galleys, the outfitting of the combat spaces, and an extensive test program to ensure ship readiness. The communications suite for *Eisenhower* was delivered on January 17 for installation. This is the culmination of a three-year, $7 million effort that was accomplished at the former Charleston Naval Base by SSC Charleston's Integrated Systems Branch (J333) and their contractor, BAE SYSTEMS.

A major trend in the acquisition of electronic systems over the past decade has focused on the exploitation of commercial technology advancements through the use of commercial and non-development items. This rapid infusion of technology — when coupled with the traditional methods of shipbuilding — has required Naval Sea Systems Command (NAVSEA) to manage a complicated and expensive engineering change proposal (ECP) process in order to modernize the C4ISR baseline of each hull during the Shipbuilding and Conversion, Navy (SCN) envelope. While this ECP process may achieve the modernization goal — the scope of each ECP has a large impact on the shipbuilder — and thus, an increased cost to the government.

To avoid costly changes, J333 employed a design budget approach to provide the Navy with significant design flexibility for installing state-of-the-market C4ISR systems for SCN programs. Through the design budget approach, design envelopes are specified that define the space, weight, power, heating, ventilation and air conditioning requirements projected for the integration of the Radio Communications System (RCS). Detail design responsibility for integration of the systems and equipment within these envelopes was transferred from the shipbuilder to SPAWAR. The shipbuilder's contract was modified to reflect the deferral of Government Furnished Information (GFI) and Government Furnished Equipment (GFE) delivery dates to the shipbuilder at a much later point in time than previously required. This enabled the shipbuilder to continue on with the construction of the ship while SPAWAR finalized the design — incorporating the most modern equipment available. The shipbuilder is then responsible for providing the necessary space, power, and shipboard services based on the estab-

Did you know that aircraft carriers...

... are the lead ship in Naval battle groups?
... are the largest warships in the world, weighing over 90,000 tons?
... tower 20 stories above the water line?
... take five years to build — keel to delivery?
... have been described as a *"Floating City"* of 6,000 personnel and about 80 aircraft?
... have a 4½ acre area flight deck?
... are as long as the Empire State Building is tall?
... can execute response options ranging from peacetime presence to general war?

lished allocations.

This enables the government to fence off the communication suite and assume full responsibility for its design, procurement, land-based systems integration, and testing — and in some cases, shipboard installation and testing. Accordingly, design budget allows SSC Charleston to deliver GFI and equipment just in time to support detailed design, installation, and testing of the RCS onboard the ship. Design budget goals are highly successful at providing the fleet — at ship delivery — the most technologically advanced radio communications and secure communication equipment that is currently available without incurring a significant increase in shipbuilding costs due to design changes.

The design budget approach minimizes post-delivery work and upgrades while ensuring new ships are delivered to the fleet that are substantially closer to being ready for deployment and fully capable to perform their mission. While not a cost savings tool in the ship's design and construction cycle, it is a cost avoidance tool used to implement black-box changes that do not impact the overall ship's production schedule and delivery dates. This approach provides the means for integrating evolutionary changes into the communications suite, while preserving affordability and ensuring successful cradle-to-grave life cycle support for both Navy and non-Navy systems.

The CVN 69 RCS incorporates the latest in design technology for the transmission and reception of radio-frequency (RF) energy, its processing and control, monitoring, management, and transfer of associated tactical and administrative information. New programs and systems — such as the Asynchronous Transfer Mode (ATM)-based Automated Digital Networking System (ADNS), Digital Modular Radio (DMR) UHF SATCOM, AN/SRC-27A UHF/VHF Line of Sight, Super High Frequency (SHF), Global Broadcast Service (GBS), Joint Tactical Terminal, (JTT), Advanced Tactical Data Links System (ATDLS), Tactical Variant Switches (Red and Black), and Navy Modular Automated Communications System II PC Variant (NAVMACS II PC) — are but a few of the systems incorporated into the design of the CVN 69 RCS. Standard fleet legacy systems — such as HF, VHF Bridge to Bridge, and Fleet Broadcast circuits — have all been redesigned and implemented into the RCS as well.

Upon completion of the land-based integration and test phase, the RCS equipment was prepared for delivery. Efforts included finalizing delivery plans with the shipbuilder, finalizing the configuration baseline, and packaging and shipping the complete integrated system. During this same timeframe the RCS systems configuration logistics baseline will be used to validate that each configuration item has a complete supportability package.

Additionally, J333 is developing a comprehensive multimedia computer-based crew familiarization course, with an embedded system level operator's technical manual, to be provided to the crew prior to ship sail-away. It will comprise those systems, subsystems, and components that have been reconfigured, updated, or replaced and are not covered by standard fleet schools or by pre-commissioning unit training. This familiarization will be accomplished as initial training, follow-on training, and used as a tool for refresher training onboard the ship.

"We are going to have peace, even if we have to fight for it."
—Dwight D. Eisenhower

Dwight D. Eisenhower was a small-town boy from Kansas who grew up to be one of America's greatest military commanders and the thirty-fourth president of the United States. Eisenhower believed that a strong military was the key to keeping peace. Hence, he decided at a young age to become a military officer.

In his early Army career, Eisenhower excelled in staff assignments, serving under Generals John J. Pershing, Douglas MacArthur, and Walter Krueger. After Pearl Harbor, General George C. Marshall called him to Washington for a war plans assignment. He commanded the Allied Forces landing in North Africa in November 1942. On D-Day, 1944, he was Supreme Commander of the troops invading France.

After the war, he became President of Columbia University, then took leave to assume supreme command over the new NATO forces being assembled in 1951. Republican emissaries to his headquarters near Paris persuaded him to run for President in 1952. ***"I Like Ike"*** was an irresistible slogan and Eisenhower won a sweeping victory.

The design budget process is proving to be highly successful at providing the Navy the most technologically advanced radio communication equipment available, without incurring a significant increase in shipbuilding costs associated with design changes. J333 first used this approach on the CVN 76 *USS Ronald Reagan* — now in its final construction and outfitting phase. To be effective, the design budget approach requires close collaboration between SPAWAR, NAVSEA, and industry. This approach ensures that the Navy's newest and overhauled ships are ready to deploy as a fully interoperable fleet asset. It is apparent that the successful fielding of rapidly changing C4ISR technology in the 21st century poses unique management challenges.

J333 has laid the keel for successfully meeting these challenges through the use of the design budget approach and will continue to employ and leverage a similar philosophy on the latest *Nimitz*-class aircraft carrier, CVN 77. CVN 77 is the first in a three-ship technology-driven transition that will introduce improvements over 18 years from CVN 77 through CVNX 2. A principal focus of this transition is on reducing crew workload by identifying and improving manpower intensive tasks and processes. The future *George H. W. Bush* is presently under construction at Northrop Grumman Newport News in Virginia and is expected to join the fleet in 2009.

Additionally, J333 has begun preparations for another design budget effort for the USS *Carl Vinson* (CVN 70), which is scheduled to start its overhaul and refueling in 2004. J333 continues to work on similar design, integration, and testing efforts for the LPD 17 *San Antonio* class, LHD 8, and the T-AKE *Lewis & Clark* class.

JMACA 'Mini-Test' — a successful Joint effort

Pictured in the center, Capt McIntyre, JMACA's technical director, and Capt. Ron Crowell, Communication Systems Department head, presented certificates of appreciation to those who made the Mini-Test possible.

The Joint Methodology to Assess C4ISR Architectures (JMACA) Joint Test and Evaluation (JT&E) provides the Joint Task Force Commander with a validated set of tools and procedures to rapidly assess the Joint Task Force's C4ISR architecture prior to its deployment; thereby, enhancing interoperability in support of information superiority.

The JMACA JT&E Test Team conducted a Mini-Test Dec. 2-13, 2002. The tools lab at SSC Charleston's facility in Suffolk, Va., was the site for the first week's testing. The second week took place at SSC Charleston (in Charleston, S.C.), the Communications Electronics Command at Ft. Monmouth, N.J., the Electronic Systems Center at Hanscom Air Force Base, Mass., and the Tactical Training Group Atlantic at Damneck, Va.

The Mini-Test — a true team effort—involved all 25 members of the JMACA Test Team, as well as primary government contractors and those government and contractor support personnel at each of the test sites. The methodology portion, conducted at JMACA's program office demonstrated the functionality and stability of the Joint Methodology (JM) toolset, and provided a scenario context. The test team's operational planners provided information exchange requirements and a force structure associated with a generic Joint Task Force (JTF) and a combat search and rescue mission.

The testbed environment brought together and connected the various armed forces' laboratories.

Open Source Library's reusable software increases

By Michael S. Shafer
Head, Special Exploitation Systems Engineering Branch, J713

USSOCOM is developing a new family of threat warning systems under the Joint Threat Warning System (JTWS) Program that will supply Special Operations Forces with advanced capabilities for years to come. To support this effort, SSC Charleston's Information Warfare Exploitation Systems Engineering Division (J71) is developing the Component Architecture and Framework Environment (CAFE). CAFE provides a reusable open-source software framework that reduces overall system development cost and time to deployment. As an open source product, a larger community of developers (entities building JTWS components) can benefit from, as well as contribute to, the development. In this light, CAFE also utilizes open-source software products whenever possible. One open-source commercial-off-the-shelf software package being utilized by CAFE is the Adaptive Communication Environment (ACE) and the ACE Object Request Broker (ORB) or TAO. ACE is used to achieve operating system independence and TAO is used as the real-time Common Object Request Broker Architecture (CORBA) implementation. Primarily Washington University in St. Louis, Missouri, and the University of California – Irvine, are developing ACE and TAO.

One of the basic requirements for CAFE is the ability to transport audio from one application to another regardless of where the applications are executing. The Object Management Group (OMG) specifies an audio/visual (AV) Service in its CORBA Telecommunications Domain Specifications. This specification details many of the audio transfer requirements needed for CAFE. TAO has an implementation of this service called the TAO AV Service. The initial version of the TAO AV Service was incomplete and had errors. SSC Charleston's CAFE developers modified the TAO AV Service implementation to add the Real-time Transport Protocol (RTP), commonly used to send audio across a network. Other features were added and fixed as part of the effort. After fully implementing RTP and making a number of other updates, the changes to the TAO AV Service were submitted to Washington University via a contact at BBN Technologies. This is one example of code 71's utilizing open source software to shorten development time, and at the same time returning it to the software community for the benefit of others.

Dave Arellanes — A true asset to the SPAWAR family

By Maria Whittington and Tim Mooney, European Office

Every now and then, you meet an individual who deserves the recognition spotlight. This individual is Dave Arellanes in the SPAWAR Europe Office. With over 21 years of professional electronics experience, Dave has excelled in every direction life has taken him.

Born and raised in Sunnydale, Calif., Dave's career began in April 1981 when he enlisted in the U.S. Navy as an aviation electronics technician. After four years of active duty, Dave continued his Navy vocation in the Naval Reserves as a work center supervisor with the Anti-Submarine Warfare Operations Center. From 1985-87, he was a contractor at the Naval Air Test Center where he supervised the S-3A/S-3B test lab. Dave specialized in key improvements instrumental in the upgrade to the aircraft platform. In the fall of 1987, Dave accepted a position in the Special Projects Branch, Naval Electronic Systems Engineering Activity in St. Inigoes, Maryland, conducting electromagnetic interference testing on E-3 aircraft and shipboard systems. Dave assisted on key projects, such as the Mobil In-shore Undersea Warfare (MIUW) program, where he designed and built a prototype Portable Sensor Platform (PSP). In addition to creating the PSP, he managed the construction of the Mobil Sensor Platform. Dave also played an extensive role in the design and integration of the communications upgrade for the Secretary of Defense and Commander of the Joint Chiefs of Staff.

As Dave continued his career with NESEA, he saw the merger of the four East Coast engineering activities and became part of the transition to NISE East (now SSC Charleston).

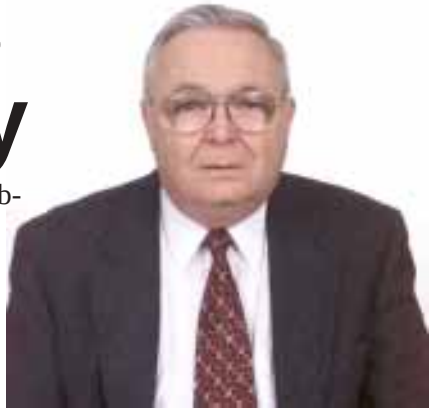
In 1997, Dave realized the need for an individual to temporarily manage the Bosnia Command and Control Augmentation (BC2A) program in Stuttgart, Germany. After discussing this great career opportunity with his supervisor (and, of course, his wife), Dave pursued the position; and was selected over four highly qualified individuals. After only two months, Dave's sponsor (DISA Europe) requested he permanently move to Germany and manage the in-theater operations. In the summer of 1998, Dave moved his family to Germany. During that first year, Dave received high praise from his sponsor, and was nominated for the civilian of the year award by DISA-EUR (Europe).

A quote from his supervisor captures the essence of Dave Arellanes: "Dave is a true professional and continues to raise the bar for performance".
—Tim Mooney
Branch Head
Code J50D1

Dave continues to live in Germany, even after the end of the BC2A project, and is currently a project manager (in J50D1) at SPAWAR Europe. He is the team leader for significant projects — such as the $5-million MWRnet program, the sole provider of Internet access and video teleconferencing capabilities in the Balkans. Among his many responsibilities, Dave manages the MWRNet maintenance program; oversees the network communications facility renovation; is the in-country contracting officer representative; and acts as the facilities manager.

Dave is not only a professional at work, but also a unique individual who travels extensively, and is interested in all cultures. His career has allowed him to visit ports all over the world — including St. Thomas, Bermuda, Venezuela, Spain, Italy and France. He is also a firm believer in adapting to the local environment, wherever life takes him. His family is fluent in both German and English, but they still maintain the American culture. Since moving to Germany, they have traveled all over Europe — including a cruise to the Scandinavian countries, ski trips to Switzerland, Austria and throughout Germany.

Phil Roberts passes away



On Sunday, January 26, Philip Vincent Roberts — known to all of us simply as Phil — passed away after suffering a stroke on his way home from work just a few days earlier. He was 62.

If you ever met Phil, you remembered him. He was not a man of few words. Phil loved to talk, and talk, and talk. He got to know you, and you got to know him. Phil, a compassionate and generous person, was passionate about his family, his job, and the Boy Scouts.

At his memorial service on Jan. 29, hundreds of coworkers, family and friends gathered to pay their last respects and say good-bye to Phil. Bob vonAllmen, Phil's boss and coworker for many years, paid a beautiful tribute to Phil. Bob said, "Phil's top priority in life was his wife Nancy, his three children, and his granddaughter." Next, Bob said, "his duty to country was fulfilled by devoting his working career to the support of our nation's military. His motivation that drove him every day was to ensure that good products, that were supportable, were placed in the hands of the warfighter. He gave no quarter to those that detracted or placed bureaucratic roadblocks in the pathway to accomplishing this." Phil was a true patriot.

Phil was also very active in the Boy Scouts, serving in many capacities over the years. He would talk (sometimes for hours — or so it seemed) about his scouting adventures, teaching kids life skills, from knot tying, to cooking, to leadership. Phil always carried a Boy Scout coin in his pocket. On one side, the Boy Scout emblem. On the other side, the words "YOU make the difference" were inscribed. After attending a meeting with Phil one day a year or so ago, he told me about the coin, the significance of it, and what it meant to him. He then gave this editor that coin, and told me, "You make a difference." Wow! It blew me away. I framed that coin and placed it in a prominent place on my desk. I can't tell you how much that coin means to me — then, and now.

Bob said, "Phil sought understanding for himself, but he wanted to accomplish things through others, where they received the credit. Phil's last hour at work was spent with an individual. They talked about work and how to make things happen. How to interface with others. They talked about career and the way ahead, and finally the discussion centered on family — pride in their children and concern about the world situation. That's Phil, true to his boyhood oath."

Phil moved his family to Charleston from St. Marys, Md., following the merger of the four East Coast engineering activities, where he served as the transition coordinator. Educated as an electrical engineer, Phil rose to senior leadership at SSC Charleston. At the time of his death, Phil was dual-hatted, acting head of the Surveillance and Systems Engineering Department and head of the Intelligence, Surveillance, Reconnainance and Navigation Division. He received many awards throughout his career, including the Meritorious Civil Service Award, the Circle of Excellence Award, and an EEO Award for community service. Dedicated to the youth of his community, Phil exemplified this through his service to the Boy Scouts of America, serving as Scoutmaster and earning Vigil membership in the Order of the Arrow, and he was a Wood Badge Instructor. Phil also filled leadership roles as a U.S. Swimming Certified Official, Little League Baseball Umpire, and Certified Toastmaster.

Phil was born in Baltimore on July 19, 1941, the son of William Philip Roberts and Marguerita Del Manto Roberts. A devoted husband and father, Phil is survived by his wife Nancy Ulrich Roberts of Charleston; a son, Lt. Keith Vincent Roberts of Jacksonville, Fla., a Naval Aviator; two daughters, Cynthia Ann Roberts of Summerville, S.C., and Nancy Elizabeth Roberts of Austin, Texas; and a granddaughter, Alexa Roberts Griffin.

Our deepest sympathy to Phil's family, friends, and coworkers. He will be deeply missed.

Schlussels killed in auto accident

Former NAVELEX Portsmouth retiree **Nathan Schlussel** (81) and his wife Idareta (80) were killed in a car accident Nov. 21, 2002, in North Carolina. They had lived in Portsmouth, Va., since the early 1940s.

Always community minded, Mr. Schlussel served as president of the PTO at the Robert E. Lee Elementary School, committee member of Cub Scout Pack 212, Scoutmaster of Troop 212, and held many other positions in Boy Scouting throughout the years. He also volunteered for Meals on Wheels, and was active in Gomley Chesed Synagogue where he served on the board of directors. He was a 40-year plus member of Western Branch Masonic Lodge AF&AM, Portsmouth Scottish Rite Bodies and Khedive Shrine Center.

Mr. And Mrs. Schlussel were both born in Brooklyn, N.Y. Mrs. Schlussel was a nurse her whole adult life. She retired as a public health nurse from the City of Portsmouth, and worked as a relief supervisor nurse at Portsmouth General Hospital well past her retirement. She also served on the Hospice board of directors and was a crisis center organizer. Active in Gomley Chesed Synagogue, Mrs. Schlussel was a Sunday school teacher, chaired its board of education, and was active in sisterhood and many other Synagogue programs. She was a longtime den leader with Cub Scout Pack 212.

They were married 58 years and are survived by their two sons, Neil Schlussel of Annandale, Va., and Kent Schlussel and wife Judy of Charlottesville, Va.; four grandchildren; and three great-grandchildren. Our deepest sympathy is extended to their family, friends, and former coworkers.

Overseas Travel

By Gail Silvereman
Legal Counsel

The Legal Office has been receiving numerous calls from SSC Charleston employees about preparing for overseas travel and deployment as world events unfold. Although we are not authorized to provide "legal assistance" for civilian employees or contractors, we do try to address questions and make referrals to the civilian bar. This is a summary of the types of questions and issues that have been occurring to employees as they prepare to support Naval operations around the world.

⇨ First and foremost, how will your spouse or family members get access to funds to pay the mortgage and the bills? There are numerous mechanisms available. It is important to discuss with your family the easiest and most appropriate process.

⇨ If you are contemplating leaving a Power of Attorney for somebody to have access to your checking account, we urge you to discuss this with your bank first. Many banks have their own forms and are reluctant to accept a Power of Attorney unless the individual has signed a signature card of some sort. Obviously, the use of joint accounts and Powers of Attorney are reserved only for those with long-term, trust-based relationships.

⇨ For many families, direct deposit to a joint checking account facilitates a partner's ability to handle financial obligations.

⇨ Many people find that the use of allotments, electronic payments, and preauthorized debits meet their needs. All of these require advanced planning.

⇨ Try to anticipate anything that might come up or be due during your absence. Consider, for example, your income taxes. If you are going to be deployed during tax season, think in advance and make plans. The IRS website has some suggestions. If you are filing a traditional tax return, the IRS has a separate Power of Attorney form that they prefer.

⇨ If you are a reservist being activated, have you made arrangements for continued health and dental care coverage? We also recommend checking with your reserve legal office to ensure that your family members are properly enrolled and entitled to all military benefits.

⇨ Do you have a will? As lawyers, we recommend that all employees, especially those with dependents, talk to a local attorney about a will and estate planning. If you haven't done that, now is a good time to start that process.

⇨ Be sure you leave your family members a list of phone numbers and addresses they may need in your absence. They should know how to contact your insurance agents, broker, attorney, and financial institution. Let your families know as well how to contact our Human Resources Office and Legal Office.

⇨ If you are expecting a long-term absence, try to foresee other things that may need to be addressed during your travel, for example, car registration, expiring driver's licenses, house re-financing, investment issues and property tax.

⇨ All State Bar Associations run a referral service and have a system available to assist the public in finding local attorneys to provide legal advice and draft documents. Additionally, you can ask your family and friends for recommendations.

Security Awareness Advisory

Think you need a GPS when you go on travel? Think again!

Global Positioning System (GPS) technology is currently available in rental cars and trucks. GPS is a navigation technology that relies on a network of satellites to determine a certain location. The systems range in price from $150 to $2,000, and come in hand-held or mounted units. The systems are currently being placed in rental vehicles in known and unknown capacities. In a known capacity, the renter is given the option, for a fee, to use the system for directions, location, etc. during the rental period. In an unknown capacity, the rental company can use the system to track the vehicle in case it is stolen.

There are several OPSEC issues with these systems. First, some of these systems have been installed with transceivers. The transceivers are capable of transmitting to the rental company all conversations taking place in the vehicle. Second, the systems are capable of constantly tracking the vehicle to within five feet of its location. Depending upon your assignment, this may or may not be a problem. And third, the systems can determine the speed of the vehicle. Some rental companies are charging extra fees for vehicles exceeding the speed limit based on the information obtained from the system.

Note: *This information was received from the Naval Criminal Investigative Office and is provided here for information when leasing vehicles for either your personal or professional travel.*

EPO implementing process improvement

The Engineering Process Office (EPO) is the focal point for implementing process improvement in the form of the Software Engineering Institute's Capability Maturity Model for Integration (CMMI).

The EPO has developed a repository for all process-related documentation — including process improvement policies, standard processes, sample project documentation, information about process improvement organizations, training schedules, links to helpful websites, and CMMI background information.

For additional information, call **Mike Kutch** in the EPO office.

Risk Management: The key to success in today's acquisition environment

By Al Ware
Information Warfare Exploitation Systems Engineering Branch (J711)

Recently, the Under Secretary of Defense for Acquisition, Technology and Logistics (USDAT&L) cancelled documents regulating the Defense Acquisition System. In August 2002, USDAT&L cancelled the volumes of directives, regulations and procedures contained in DoD Directive 5000.1, DoD Instruction 5000.2, and DoD 500.2-R. On Oct. 30, 2002, as interim guidance, USDAT&L provided two short attachments (Attachment 1, The Defense Acquisition System; and Attachment 2, Operation of the Defense Acquisition System), plus 190 pages of discretionary best practices, lessons learned and expectations. In this new interim guidance, the assessment and management of risk was retained and elevated as a key management function critical to ensuring success under the new, more streamlined acquisition environment.

Background

The Defense acquisition process has evolved as the result of 200-plus years of defense procurement. DoD acquisition rules oscillate from too much structure, oversight and discipline, to too little. Cost overruns, delivery delays or poor systems' performance eventually compel the DoD to add regulations mandating management effort, reports, testing, etc. to prevent repetition of program failures. On the other end of the pendulum, military shortfalls due to obsolete equipment, complaints from armed services, or a need for rapid transformation of military doctrine then swings the process back to ever more relaxed regulations. With this latest round of relaxed regulations, there exists an already proven effective process to avoid recurrence of failed systems, cost overruns and delays that could again push the pendulum back toward more regulation, and that process is Risk Management.

The acquisition pendulum swings: What changes?

Risk Management (RM) is NOT a new concept. Nor is it the latest management fad. Implementation of the RM process has been assisting program managers to achieve successful programs for over a decade. Generally viewed as a discretionary activity under the previous regime, RM is an essential element of the new interim guidance. An effective RM process can ease the pendulum over to equilibrium and ensure the most efficient acquisition programs.

Significant portions of DoD Acquisition Regulations (e.g. DoD 5000.2-R) were relegated to the category of best practices and lessons learned. However, the interim guidance document declares that PMs **SHALL** reduce specific risks at specific phases before moving to the next phase! These risks cover the areas of technology, cost, schedule, integration, and manufacturing. These risks **SHALL** be identified and addressed before all major decisions (i.e., program initiation, CDR final decision, and production decision).

Attachment 2, Operation of the Defense Acquisition System, of the interim guidance, contains significant content on the function of risk assessment and management. RM is critical to the refinement of program requirements during development (paragraph 3.3.2). The purpose of the concept and technology development, system development, and demonstration phases is to reduce technical, integration, and manufacturing risks respectively (paragraphs 3.5.1 and 3.6.1). Unless you routinely practice continuous RM, you won't be able to effectively accomplish all of the other goals such as ensure operational capability, supportability, affordability and safety. Finally, the management and mitigation of technological risk, which allows less costly and less time-consuming systems development, is a crucial part of overall program management and is especially relevant to meeting cost and schedule goals (paragraph 3.6.2.2).

Does Risk Management only apply to the PEO, PMW or PM Levels?

NO! Risk Management is an integral part of professional program/project management and leadership at every level. The interim guidance stresses that the PMs are to engage PM-level integrated process team (IPT) members, as well as contractors in the RM process. SSC Charleston IPTs are frequently the *contractor* for the PM or are members of the PM-level IPT. If your project or division supports a PM, you should be implementing the RM process. Your PM cannot make valid decisions without participation of all stakeholders. Implementation of the RM process will develop a forward-looking, systematic and adaptable, systems-focused philosophy essential to improving your team's success.

Is SSC Charleston the only DoD activity actually trying to implement a risk management process?

NO! If anything, we lag far behind many DoD organizations! Check out the Risk Management bibliography and links at the SSC Charleston Risk Management homepage on our internal web site. Courses offered for commercial and government project managers devote significant time to the value of the RM Process. Although RM does not formally appear as a CMMI^{SM} SE/SW Key Process Area until maturity level 3, some form of risk assessment should be in place as the team pursues full CMMI certification. PMs and IPT members who do not identify, evaluate, and address technology, cost, schedule, performance, integration and production risks are living the gambler's life! We must hope that, if they cannot be swayed to implement some form of RM process, they will never run out of heroes or APMs with huge funding pockets.

For SSC Charleston to succeed in the new acquisition environment, it is essential that we must overcome

the mindset that reporting risk is like tattling on yourself. RM, in simple terms, is planning as a team how you can best reduce or eliminate the potential for a problem. While this risk awareness philosophy can never be 100 percent effective, it has proven to be significantly more effective than a limited and diminishing number of heroes railing against chaos!

The RM process can be tailored to project size, budget, levels of quantification desired, and stage of the system/equipment life cycle. SSC Charleston's Information Warfare Exploitation Systems Engineering Division (J71) has developed an effective Risk Management Plan, which has been used by a number of project engineers to begin implementing risk awareness in their codes and to expose their teams to a more effective way to pursue task goals.

Charlie Doss is HYDRA's ILS manager

Charlie Doss is the new HYDRA program integrated logistics support (ILS) manager. He is in the Tidewater Support/Special Projects Branch (J514) in our Norfolk office.

"To provide the proper support to the sailors who maintain and operate HYDRA," Charlie said, "I feel I need to be plugged in to the fleet in order to be able to adequately respond to your needs. To do that, I am instituting two new initiatives: a newsletter so that I can pass ILS information to you, and a HYDRA hotline, so that you can pass your ILS issues and concerns to me."

The first issue of *The HYDRA ILS Quarterly* was published in January. It contains articles about the redesign of flight deck helmets, flight deck radio battery requirements, pilots' course schedules, and much more.

Cheryl Honaker, who has an extensive ILS background, and Gwen Gay, who assists with ILS support, work with Charlie. "My staff and I welcome the opportunity to support HYDRA and the sailors who operate and maintain it," Charlie said. "We will do all that we can to be responsive to your needs and resolve your issues in a timely fashion to support you, the warfighter."

If you're interested in receiving the quarterly newsletter or have other questions, send and email to Charlie at hydrahotline@spawar.navy.mil.

JBS to GBS — a transition success!

In April 2002, The Global Broadcast Service (GBS) Joint Program Office presented an appreciation plaque to SSC Charleston's Commercial SATCOM Branch (J544) employees **Pat Ward**, **Joe Tolley**, **Buck Wagner**, **Phil Cooper**, and **Dave Arellanes**. The plaque recognized the successful accomplishment of the transition of the Joint Broadcast Service (JBS) to GBS.

The inscription on the plaque reads, "... This effort involved the collective focusing of energies, time, skills and leadership to achieve a successful implementation of broadcast services for the Bosnia Command and Control Augmentation (BC2A).

"The transition was a success due to the unwavering commitment of SSC Charleston to achieve our common goal — delivery of critical information to the deployed military forces. The team approach between the GBS Joint Program Office, SSC Charleston, the DISA BC2A Program Office, and the United States European Command demonstrates the keen sense of commitment and leadership in this effort."

L. Scott Sharp, program manager of the Global Broadcast Service, Joint Program Office, presented the plaque to the team with his appreciation and thanks for a job well done.

Hotel cancellations

If you are a government traveler, read on. When SATO makes a hotel room reservation for you, SATO is the one who must cancel that room if your orders change. If you — the traveler — cancel the reservation, the Hotel Cancellation Policy still applies, and YOU may be charged a cancellation fee (normally a one-night rate). SATO is responsible for cancelling reservations that they make, but YOU must call them and ask them to do so.

If a no-show fee is incurred due to an error by SATO when booking the reservation, or if they fail to cancel the reservation when asked, it is your responsibility to contact the hotel and ask for a waiver or credit for the hotel charge.

To be on the safe side, if your orders change, immediately contact SATO (if they made your room reservations), and also call the hotel. Let them know the situation and that they should be receiving a call from SATO confirming the cancellation.

If you're corresponding through email, make sure you send the email directly to SATO, with a copy to your local travel coordinator. Afterhours, call the Navy Help Desk at 1-800-359-9999, or call the hotel directly to avoid a no-show charge.

Support our troops!

National Security... most endangered when neglected... most precious when lost

By Senior Chief Journalist James Slater, Naval Support Activity Naples Public Affairs

NAPLES, Italy (NNS) — In January, a Sailor — trying to do the right thing by sharing time sensitive information with a colleague — downloaded a document from his secure e-mail account and e-mailed the classified message via a non-secure account, according to an "All Navy Europe" message. The recipient of the classified e-mail followed the proper procedure by notifying the network administrator, and a number of workstations were isolated for three days until an investigation could be completed.

Fortunately for all concerned, the document had been overly classified and did not contain secret information. The time it took to complete the investigation and people being unable to use their workstations for three days, however, shows the unintended consequences of failing to follow proper operational security (OPSEC) procedures.

Although not everyone has a need for a SIPRNET (classified) e-mail account, each person working in a military environment has incidental information that, when pieced together with other seemingly harmless information, can help our adversaries figure out valuable information about our procedures and operations.

Lt. Dan Bethel, regional information systems security manager for Naval Computer and Telecommunications Area Master Station, Europe Central, said this incidental information is so commonplace, we don't even think about its potential for usefulness to adversaries. As a result, we overlook the importance of protecting it in addition to maintaining a secure environment for classified information.

It's not just the handling of classified information we need to pay attention to; normal office procedures could present a hole in security, said Bethel. "A lot of people forget about the fact that fax machines are not secure," he said. "Just remember, if it's data going over a non-secure phone line, it has the potential to be intercepted."

Besides fax machines, proper phone and e-mail usage are also a large part of OPSEC. "If you even think you might be discussing something that is operational," explained Bethel, "find a STU-III (secure telephone) and go secure. If you think an e-mail might be sensitive, get to a SIPRNET terminal and use it."

Another often overlooked item is the non-secure computer workstation. Because of the huge volume of information available through the use of local computer terminals and the potential for damage to entire networks, computer users must be sure to follow proper OPSEC procedures with regard to their computers. One of the biggest oversights computer users can make has to do with their password, said Naval Support Activity (NSA) Naples information systems security manager Guy Smoak. NSA Naples ISD regularly runs a password cracking utility program as a standard computer security measure.

"We used a common password cracking utility to try and crack passwords in Naples," said Smoak. "We were able to crack 50 percent of the passwords within the first four hours."

He said users could help increase security by choosing passwords that are harder to guess. "We found 80 to 90 passwords that used the word 'password' as the access code and another 40 or so that used 'Naples,'" said Smoak.

He recommended that passwords be at least seven characters long but that using 12-13 characters is much better. One way for users to make passwords harder to access is the use of substitutions. Users can substitute "1" for the letter "I;" "@" for the letter "a," or "$" for the letter "s." An example: @$$igned1963.

Smoak said another technique is to use a pass phrase where the first letter of each word combines to become the password. For example, the sentence "Are you sure you want to buy a puppy today?" would covert into the password "aysywtbapt?"

The worst thing a person can do is to use a word directly from the dictionary as a password - password-cracking utilities use dictionaries as a basis for their primary attempts to figure out passwords.

Smoak said another technique used to protect information is that of the password-protected screen saver. When not at their terminals, users should lock their workstations by pressing the following keys together: Control-Alt-Delete-K. An alternative is to use a password-protected screen saver that locks the terminal automatically if the computer is not used for a specified period of time.

While security of high-tech communications is routine in a military environment, low-tech communications is also a concern. Bethel recommends a few items to help people remain on the safe side of OPSEC. For example, people should always check their garbage before it is taken out. Even if a document isn't designated as classified, if it's work-related, it's better to put it in a burn bag, just to be safe. Other items on the overlooked list are envelopes, notepads, planners and the ever-present "yellow stickies." Any piece of paper that might have something work-related on it should go into the burn bag.

Bethel also said that OPSEC is not limited to the job environment. If conversation at a restaurant turns to shoptalk, sensitive information can be disclosed accidentally. Also, family members who hear conversations and see e-mails can accidentally disclose information about operations or deployments. An unintentional disclosure of this type of information can cancel out months of operational planning and endanger lives worldwide. Our adversaries are watching and waiting and only need to be lucky occasionally to carry out their missions effectively.

The key to proper operational security is vigilance. While most people wouldn't willingly hand sensitive information to a known adversary, they don't often think to use a secure means of transmission. The result, however, is still the same – information getting into the wrong hands.

United we stand!

'Shadows' experience career options at SPAWAR

On February 7, students from Hanahan Middle School visited SSC Charleston to experience various career options on Groundhog Job Shadow Day.

According to a recent Junior Achievement poll, more than 75 percent of participating students stated that they did not want to follow the career paths of either parent. This creates a need for exposure to new career fields. Of those surveyed, 40 percent selected job shadowing in response to the question, "Where would you go to find out about different career options?" Job shadowing provides an opportunity for students to gain hands-on workplace experience in hundreds of different professions.

A great big THANKS! to the SPAWARriors who volunteered their time and talents to help in this very worthwhile project: Howard Ash, Linda Doss, Liz Dawsey, Tom Reiff, Dan Hill, Rick Gregg, Henry Pinner, Marquis Sailor, Bob Bush, Audrey Orvin, Jim Ellicott, Mariliene Baker, Stacey Parson, Julie Phillips, Donna Murphy, Marco Valdez, Cliff Price, Charlie McDaniel, Lt.Cmdr. Sally Van Horn, Phil Charles, Rondi Akers, Barry Sparrow, Jim Criddle, Carole Smith, Carole Venning, Bill Sanders, Carole Moore, and Lt.Cmdr. Phil Turner.

Students exposed to real-life work experiences

By Lynda Silvers
Chronicle Editor

Ashlee & Lynda Silvers

Ashlee Baker, one of the students participating in the mentoring program SSC Charleston sponsors with Gregg Middle School, is shadowing *The Chronicle* editor. Ashlee is in the 8th grade, and this is her second year in the mentoring program. Last year, Ashlee learned about SSC Charleston in general; but this year, we're concentrating on the Business Resources and Information Office (J0A6), its functions, and what it does to support the command.

March is Women's History Month, and so for *The Chronicle* portion of 0A6, we chose to interview **Vanette Cowart** — a woman who came up through the ranks; a woman who worked hard to achieve her goal; a woman who made the path for all women just a little bit easier.

Ashlee interviews Vanette Cowart

Vanette and Ashlee talked about the importance of setting goals, continuing education, and their passions. Vanette said, "I was very interested in math, took all the math courses I could in high school, and then majored in math in college. I loved math and wanted to get into a career field that required a math background." Vanette married (40-plus years now) and dropped out of college following her sophomore year. "College didn't seem all that important at the time," Vanette said. And so it was that she took a job as a secretary at the former NAVELEX Charleston embryo, INDMAN Six.

Vanette is now a DP-3 technical specialist in the Special Programs Branch (J743) of the Force and Infrastructure Protection Engineering Division (J74), working with the Marine Corps program. She has truly come a long way.

When Vanette returned to the workforce after being a stay-at-home mom for ten years, she knew she would probably work until retirement age, and she wanted to get into a field where she could develop and use her love of math. She enjoyed working with the technicians and engineers at NAVELEX, and thought that line of work may be exactly what she was looking for. She began taking night classes in electronics. "One day an announcement came across my desk accepting applications for the Apprentice Program at the former Charleston Naval Shipyard. I applied, took a test, and was accepted into the Shop 67 Waterfront Electronics Apprentice Program — a four-year program," Vanette said. "That was the longest four years of my life!" Although she doesn't consider herself a pioneering woman, Vanette was one of only a handful of women who completed the Apprentice Program in the mid-70s.

Vanette said, "Although I must admit I never loved *that* job, I am most proud of myself for accomplishing and experiencing that challenge. I made a commitment, with a goal in mind, and I constantly had to remind myself of that commitment. I was often tempted during those four years to quit, but I kept telling myself that after I accomplish this… or that, I would quit. But each accomplishment encouraged me to stick to my commitment."

"I came back to NAVELEX as a GS-7 electronics technician in the Marine Corps Electronic Sensor Systems Engineering Division — I had reached my goal," Vanette said. "I made it! And I have loved every minute of it — well, almost every minute," she said. Although Vanette has worked on many projects and programs during her career with SPAWAR, ironically, she is currently working for the Marine Corps program — "Where I started," Vanette said.

And what advice does Vanette have for Ashlee and all of the mentoring students? Vanette said, "Start preparing today for your work career. Learn all you can, and be diversified to prepare yourself for multiple opportunities."

Jim Ellicott explains the operations of the command briefing theater to Ashlee.

During one of their monthy visits, the Mentoring Students took a moment to pose for the camera. Pictured from l-r are Gregg Middle School students (front row) Olivia Snipes, Ashlee Baker, Jenna Schultz, Raun Haglund, Kyle Wylie, Celena Anderson, and Courtney Russell; (2nd row) Arthur Limehouse, Paul Helms, Nathaniel Galentine, Cordaryl Brown, Kayla Beavers, Lacey Wildes, and Keely Crosby. Mentors standing in the back row are: Marquis Sailor, Lt.Cmdr. Phil Turner, Gary Harris, Will Gex, Richard Daehler-Wilking, Lynda Silvers, Marco Valdez, Valerie Sessions, Ed Heusinger, Chris Wagner, Julie Sudlow, Linda Doss, Rhonda Hafkin (bus driver for students), and Leslie Gray.

Arliene Sports, the command webmaster, shows Ashlee how she uses DreamWeaver to design and produce the command's webpage.

Above, Sherri Von Behren explains to Ashlee how she uses PowerPoint to produce the presentation briefs for our commanding officer.

Left, Harold Senn, our command photographer explains to Ashlee that the photo lab is completely digital, and shows her a few PhotoShop techniques he uses to enhance photographs for the command.

46 retire — over 1,376 years of expertise lost

We have quite an extensive list of retirees, but that's not because everyone's jumping ship. For various reasons, our retirees weren't recognized in the last few issues, so this is catch-up time.

James R. Abernethy, Jr., a DP-1550-III supervisor in the Technical Specifications and Acquisition Branch (J645) at our Norfolk, Va., office, retired Jan. 1, 2003. With SSC Charleston since February 2000, James retired after 18 years of service.

Alvin G. Archibald, a GS-2210-12 in the Platform Integration Division (J33) in our Jacksonville, Fla., office, retired March 15, 2003. Alvin's career with the Navy spanned 35 years and nine months.

Othelia E. Ashley, a DP-334-III technical specialist in the Database Applications Engineering Branch (J785) in our Washington, D.C., office, retired May 3, 2002, following 33 years and two months of dedicated service. Othelia's career began in 1968 when she joined the Peace Corps. Two years later she transferred to the Naval Command System Support Activity (which years later merged with SSC Charleston) at the Washington Navy Yard as a computer programmer. She played a major role in developing the functional requirements, software design, and testing of the Directory Update and Service Center and Fleet Broadcast Keying System, which were successfully fielded at the three Naval Computer and Telecommunications Area Master Stations.

During her career, Othelia received various special act and performance awards. Her work on Navy communication systems benefited the entire Navy, especially the Fleet while deployed at sea.

Donald C. Bailey, SSC Charleston's senior civilian and first executive director, retired Jan. 3, 2003, following 44 years and six months of truly dedicated service to the U.S. Navy and to the U.S. Government. Upon his retirement, Don received the Distinguished Civilian Service Award in recognition and appreciation of his sustained, outstanding performance and career achievement recognized throughout the DoN, as well as many other government agencies. During his 44 years, Don was a moving force in electronic projects, from designing surveillance radar systems to overseeing a myriad of other electronic support systems. His leadership and inspiration played a major role in enabling this country's defense team to operate with state-of-the-art electronic equipment. As SSC Charleston's executive director, Don had many extraordinary accomplishments. He displayed incredible organizational skill in the integration of four Naval Computer and Telecommunications Commands located on the East Coast, and he displayed tremendous sensitivity toward the impacted personnel. With a great deal of foresight, Don established several overseas offices to serve expanding customer needs. Through his guidance, SSC Charleston has become a highly sought after resource for the DoN, the DoD, Department of State, the Department of Justice, the national Science Foundation, and many other non-government entities. Don's exemplary performance and dedication to duty brought great credit upon himself and this command.

James W. Baker, a DP-856-III technical specialist in the Information Systems Branch (J627) of the Engineering Support Facility (ESF), retired June 3, 2002, following 43 years and eight months of truly dedicated service to the U.S. Navy.

Bruce N. Besore, a DP-2210-III technical specialist in the Information Systems Administration Branch (J781) at our Washington, D.C., office, retired Feb. 28, 2003, after 33 years and 28 months of truly dedicated service. Bruce began his civil service career in December 1970 at the Naval Command Systems Support Activity as a mathematician. He progressed through subsequent assignments as a computer specialist, computer programmer analyst, and as a technical specialist at the Navy Regional Data Automation Center, which eventually merged with SSC Charleston.

Edmund M. Bolin, a DP-855-III engineer in the Computer IT Internal Operations Branch (J09B2), retired Nov. 1, 2002, following 34 years and one month of dedicated service to the U.S. Navy. Ed began his civil service career in May 1968 at the former Charleston Naval Shipyard. He transferred to NAVELEX Charleston, SSC Charleston's predecessor, in 1987 were he worked in the RADIAC Test and Evaluation Branch for eight years. In 1995, Ed initiated the startup and operation of the command's video production effort. He designed and spearheaded the acquisition of video and multimedia equipment. Today, the command's capabilities include professional quality video products.

Stephen E. Boone, a DT-856-III technician in the Engineering Support Facility Division (J62), retired Nov. 29, 2002. Stephen's career spanned 30 years and six months. Two of those years spent on active military duty.

Joseph J. Bone, a DP-856-III technical specialist in the C4I Engineering Support Branch (J637), retired Oct. 2, 2002, following 36 years and eight months of truly dedicated service to this country. Eleven years and two months of that time was spent on active military duty.

Mary Ann Calhoun, a DG-318-III assistant to the executive director, retired August 3, 2002, following 27 years and five months of truly dedicated service to this command, and to the U.S. Navy. She began her civil service career as a clerk-typist at the Naval Communication Station in Washington, D.C., and subsequently moved to Charleston. Mary

Ann worked at the former Charleston Naval Shipyard before transferring to SSC Charleston, where she learned the organization and worked her way into the executive offices. Her familiarity with this command, our employees, customers, and parent command enabled her to interact positively with everyone who entered our doors. During the difficult years of consolidating activities, building and moving into new facilities, and reorganizations as the newly formed command embraced employees from many sites, Mary Ann provided a steady influence to the day-to-day operations.

James R. Care, a DP-856-III technical specialist in the Information Assurance Certification, Testing, and Evaluation Branch (J723), retired Jan. 3, 2003, following 28 years and three months of truly dedicated service to the U.S. Navy and to this country. James spent a little over four months on active military duty.

Socrates M. Castaneda, a DG-305-I assistant in the Support Services Division (J0AN) at our Norfolk, Va., office, retired Dec. 31, 2002, following 15 years and 10 months of dedicated service to the command.

Thomas E. Davis, a DP-2210 technical specialist in the Computer Services Division at our Norfolk, Va., office, retired Feb. 3, 2003, following 31 years and nine months of truly dedicated service to the U.S. Navy.

Robert E. Davison, an electronic engineer in the Special Programs Branch (J743), retired March 1, 2002 after 26 years of dedicated government service. His civil service career began in June 1960 at the Federal Aviation Agency Regional Office in Ft. Worth, Texas. He later transferred to the former Charleston Naval Shipyard. Robert had a break in government service from 1985 to 2000, and then joined the SSC Charleston team. He received numerous accolades during his career, including being named 1978 Charleston Naval shipyard's Federal Employee of the Year.

Charles R. Deal, Jr., a DT-856-III technician in the EHF SATCOM Branch (J543), retired Feb. 28, 2003, following 17 years and five months of dedicated service to this command and the Fleet. Charlie joined the U.S. Navy as an electronic technician in April 1963, and retired Sept. 29, 1983. In 1985, Charlie joined the SSC Charleston team. A true professional, Charlie's advice, management skill, loyalty, and integrity provided a significant benchmark for others to emulate. Honor, courage, commitment, and an unparalleled can-do attitude characterized his career, as the numerous accolades attest.

Thomas J. Dorman, a GS-2210-11 information technology specialist in the Platform Integration Division (J33) at our Jacksonville, Fla., office, retired March 15, 2003 following 33 years of dedicated government service. Tom spent three years and seven months on active military duty.

Lynda L. Dupes, a GS-2210-12 information technology specialist in the Engineering Support Technologies Division (J32) at our Jacksonville, Fla., office, retired March 14, 2003, following 34 years and three months of dedicated government service.

Sigrid M. Eliot, a DS-334-III technical specialist in the Information Engineering Branch (J771) at our Washington, D.C., office, retired August 29, 2002, following 20 years and one month of truly dedicated government service.

Melvin Ray Fenton, a DT-856-III technician in the Joint Commands Systems Engineering Branch (J631) at our Norfolk, Va., office, retired June 30, 2002, following 35 years and two months of dedicated government service.

John Q. Free, a DP-2210-III information technology specialist in the Platform Integration Division (J33) at our Jacksonville, Fla., office, retired March 15, 2003, after 34 years and ten months of truly dedicated government service.

Robert W. Gause, a DP-855-III engineer in the Information Assurance Certification, Testing, and Evaluation Branch (J723), retired Jan. 3, 2003, after 33 years and six months of dedicated government service.

Kimlynn L. Granberry, a GS-2210-12 information technology specialist in the C4I Network Engineering Section (J33J1) of the Advanced Networking and C4I Systems Branch at our Jacksonville, Fla., office, retired Feb. 28, 2003, following 25 years and three months of dedicated government service.

Yvonne Koo, a technical specialist in the Legacy Systems Re-engineering Brach (J766) at our Washington office, retired March 31, 2002, following 13 years of dedicated government service.

Charles F. Krause, a DP-855-III supervisor of the Tidewater Support/Special Project Branch (J514) at our Norfolk, Va., office, retired Oct. 3, 2002, following 31 years and three months of truly dedicated government service. Four years and three months of that time was spent on active military duty.

Frederick L. Laws, a DP-856-III technical specialist in the Fleet Site Support Branch (J632) in our Norfolk, Va., office, retired June 28, 2002, after 16 years and 10 months of dedicated government service. Fred is also retired military, and a SSC Charleston plank owner.

Thomas Lenahan, Jr., a DT-856-II technician in the Information Assurance Network Systems Security Engineering Branch (J724), retired Feb. 1, 2003, following 21 years and one month of dedicated government service.

Bertha Ory Lindfors, a DG-318-I assistant in the ATS Systems Engineering Branch (J362), retired Feb. 28, 2003, after 19 years and two months of truly dedicated government service. Bee was a SSC Charleston plank owner.

Donald St. Clair Mitchum, a DT-856-III technician in the UHF SATCOM Branch (J541), retired Aug. 2, 2002, following 35 years of government service. Don's civil service career began in July 1967 at the former Charleston Naval Shipyard. He transferred to SSC Charleston in Oct. 1994, and received numerous accolades during his career.

Linda Gaynell Lopp, supervisor of team 2 in the Accounts Payable Branch, retired Jan. 31, 2003, following 23 years of dedicated government service — 22 of those years she spent at SSC Charleston. Upon her retirement, Gaynell received the Meritorious Civilian Service Award for her

professional achievement and outstanding performance of duties as an accounting technician and as a branch supervisor from October 1993 until her retirement.

Gaynell was a major contributor in our command's successful transition from RMS appropriation accounting to the Navy Working Capital Fund. She was a leader in implementing our use of the field accounting document abstract file for creating accounts payables and for validating payment of NWCF invoices within STARS (the DFAS bill pay system for the Navy). Gaynell guided our implementation of an electronic invoice file feed to DFAS San Diego for paying our vendor invoices. Once completed, she became the first certifying official for vendor invoices at SSC Charleston.

Gaynell distinguished herself over her entire 22 years of federal service. All will miss her friendly attitude and love for her coworkers.

Johnny M. Muse, a DP-856-III technical specialist in the Radar, SW and Intelligence Systems Engineering Branch (J312), retired July 30, 2002, following 28 years and three months of dedicated government service —four of which were served in active military duty.

Edward G. Ogle, Sr., a GS-334-11 computer specialist in the C4I Network Engineering Section (J33J1) of the Advanced Networking and C4I Systems Branch in Jacksonville, Fla., retired May 31, 2002. Ed's federal career spanned 40 years and two months —21 years and six months spent in the U.S. Army.

Over the years, the organizations he supported have undergone several name changes, but Ed's support to his customers remained a cornerstone upon which his supervisors and teammates depended. Throughout his career, Ed demonstrated professional abilities that were recognized as first rate.

James W. Ory, a DP-855-III engineer in the Submarine Communications Branch (J532), retired Jan. 3, 2003. Jim's federal career began in 1967 as a summer hire at the former NAVELEX Charleston. After his graduation from The Citadel, Jim was offered a full-time position. In 1971, Jim joined the U.S. Marines where he served our country for the next few years. In June 1973, Jim returned to NAVELEX Charleston where he experienced the various mergers and name changes. He had 33 years of dedicated government service.

John O. Peterson, Jr., a DP-855-IV manager of the Information Warfare Exploitation Systems Engineering Division (J71), retired March 3, 2003. He had 37 years and nine months of dedicated government service.

Philip J. Ridgely, a DP-855-III engineer in the IUSS Branch (J341) in the Norfolk, Va., office, retired Sept. 30, 2002, following 25 years and 11 months of dedicated government service. After graduating from the U.S. Naval Academy in 1962, Philip had a distinguished 13-year Navy career, which included a tour as the Surveillance Towed Array Sensor project officer at the Operational Test and Evaluation Force Command in 1971.

Philip's civil service career began in 1989 at SPAWAR (PMW 182) at the Integrated Undersea Surveillance System Operations Support Center in Little Creek, Va. This eventually became part of SSC Charleston. In 1995, Philip was tasked with the transitioning support for the IUSS fixed systems from Naval Command Control and Ocean Surveillance In-Service Engineering East Coast Detachment, St. Inigoes, Md., and Naval Research and Development Center, Calif., to the IUSS Operations Support Center in Little Creek, Va. Working closely with the Commander, Undersea Surveillance Fleet Support Office, Philip successfully transitioned all fixed systems support and played a significant role in the follow-on development of the IUSS Center and SSC Charleston as the consolidated IUSS fixed systems and SURTASS Fleet Engineering Support Activity.

George H. Rodemann, a DT-856-III technician in the Commercial SATCOM Branch (J544), retired Jan. 3, 2003. George's federal career began in March 1956 when he joined the U.S. Navy Reserves, and spanned 39 years and nine months. In 1958, George enlisted in the regular Navy where he served active duty until 1962. He continued to serve our country in the South Carolina Army National Guard until his retirement.

George's civil service career began in March 1967 at the Charleston Naval Shipyard. In 1985, George transferred to the former NAVELEX Charleston as an electronic technician. He remained here through various mergers and name changes, with his final assignment as senior electronic technician in the Commercial Satellite Communication Branch. George's true professionalism, management skills, loyalty, and integrity provided a significant benchmark for others to emulate. Honor, courage, commitment, and an unparalleled can-do attitude characterized his career.

Romeo G. Salazar, a WG-3566-2 custodial worker in the Security/Facilities Branch (J0AJ1) in our Jacksonville, Fla., office, retired July 31, 2002, following five years and eight months of dedicated government service.

Eugene M. Schacht, a DT-856-III technician in the Design Solutions Branch (J625) of the Engineering Support Facility Division, retired Jan. 3, 2003, following 20 years and nine months of dedicated government service.

Robert E. Shingler, a DS-856-III technical specialist in the Base Switching Branch (J512) of the Telecommunications and Switching Networks Division, retired Jan. 31, 2003. Bobby's civil service career began in May 1965 at the former NAVELEX Charleston, and spanned 37 years and eight months of truly dedicated service to the U.S. Navy and the U.S. government.

James L. Temple, a DT-856-III technician in the Navy Systems Shipboard Introduction and Test Branch (J343) in our Norfolk, Va., office, retired Sept. 3, 2002. His civil service career began in Oct. 1965 when he entered the apprentice program at Norfolk Naval Shipyard. Upon completion of all required training, James was appointed to a gyrocompass mechanic position in Oct. 1970.

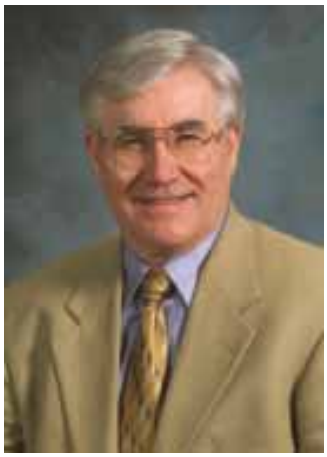
James' civilian career was put on hold from June 1970 until Feb. 1972 while he served our country on active military duty in the U.S. Army. In March 1973, James returned to his position at the Norfolk Naval Shipyard.

In 1987, George transferred to the Naval Sea Combat Systems Engineering Station, which is now the navigation Systems Shipboard Introduction and Test Branch at SSC Charleston. Throughout his career, George's experience, knowledge, and dedication to the U.S. Navy navigation program have been instrumental in the development, test, maintenance, and fleet introduction of the Navy's latest and most technical inertial systems.

Samuel W. (Buddy) Thomas, a DP-1910-III supervisor of the Quality Management Branch (J624) of the Engineering Support Facility Division, retired Jan. 3, 2003. Buddy's federal career began in December 1962, and spanned 30 years of truly dedicated government service. He has been with SSC Charleston since its inception in 1994.

Harry V. Thompson, a DP-855-IV engineer in the Comptroller's Office at our Norfolk, Va., office, retired June 30, 2002. Harry's civil service career began in June 1967 and spanned 35 years of truly dedicated government service. Harry has been with SSC Charleston since Feb. 2000.

Alma P. Valdez, a DP-2210-III supervisor in the South Texas Communication and Information Technology Branch at our Corpus Christi, Texas, office, retired Jan. 2, 2003. Her federal career began in March 1967 and spanned 35 years and nine months. She has been a part of SSC Charleston since Feb. 2000.



Robert H. VonAllmen, Jr., a DP-855-IV manager of the Surveillance and Systems Engineering Department (J30), retired May 30, 2002. Bob's career began in June 1958 and spanned 41 years and 11 months of truly dedicated service. He has been a part of SSC Charleston since the merger of the four East Coast engineering activities in 1994, and played a major role in this command's success. It all began in June 1958 when Bob became an electronic engineer student trainee at the U.S. Naval Ammunition Depot in Crane, Ind. After a brief absence, Bob accepted a position as an electronics engineer in June 1961 at the Naval Air Station in Patuxent River, Md., and quickly rose to a supervisory position. His strong work ethic, can-do attitude, business acumen, and engineering expertise led Bob to top management positions. He took the many reorganizations, BRAC moves, and name changes in stride, displaying his leadership abilities along the way. SSC Charleston realized many accomplishments under Bob's guidance — particularly, in the support of the joint warfighter. Engineering and technical support, encompassing full life cycle management of communications and information systems, were provided to U.S. Special Operations Command, U.S. Central Command, Joint Communications Support Element, and the U.S. Air Force Air Mobility Command. Bob's leadership abilities was evident in the quality of people who installed and maintained deployed communications and information architecture supporting *Operation Enduring Freedom*. Bob guided the consolidation of the Fleet modernization Program and the Ship Construction, Navy Program installation efforts for the East Coast, a major accomplishment. He was also responsible for managing material and operational support for underwater surveillance via the Integrated Undersea Surveillance System Operations Support Center in Norfolk. Under Bob's guidance, a brand new state-of-the-art, 38,783 sq.ft. air traffic control systems engineering facility was completed. The facility houses two divisions — the Aviation Technical Services and Engineering Division, which is the National Schience Foundation's agent for air traffic control, meteorology, and communications in Antarctica; and the Air Traffic Control Systems Engineering Division.

George H. Vondette, a GS-2210-12 computer specialist in the C4I Network Engineering Section (J33J1) of the Advanced Networking and C4I Systems Branch in our Jacksonville, Fla., office, retired March 4, 2003. His federal career began in April 1981 and spanned 21 years and 10 months of truly dedicated government service.

Carl Wagener, a DA-3021-I administrative specialist in the PTT/Logistics Support Branch (J622) of the Engineering Support Facility Division, retired Jan. 3, 2003. His federal career began in Nov. 1964 and spanned 42 years and one month of truly dedicated service.

Lewis A. Yaun, a DT-856-II technician in the SSP Navigation Support Branch (J623) of the Engineering Support Facility Division, retired Aug. 30, 2002. His federal career began in 1965 as a U.S. Navy civilian. In 1969, Lewis joined the U.S. Marines and served our country on active duty until March 1973 when he once again joined the civilian ranks, working for the DoN. In April 1974, Lewis once again joined the active duty side of the military — this time, in the U.S. Navy where he served until 1976. Lewis continued to serve the U.S. government as a civilian for the remainder of his 30 years and three months of truly dedicated service.

This list has been a long one, but to each and every one of you, we say, "Thank you for a job well done!" You have served your country, the U.S. Navy, SSC Charleston, and especially the Fleet very well. While the loss of your expertise, your shared experiences, and your individual abilities will surely be felt throughout the Navy community, your long years of devoted service to the Fleet, to this command, and our country have truly earned you this retirement.

We wish for each of you many years of good health, prosperity, happiness, and joy. We salute you for your many years of faithful service, and in the traditional Navy way, we wish for you…

Fair winds and following seas!

Welcome, Mr. President
Continued from page 5

invitations meant you were the guest of a congressional member and Navy, general admission. I wonder who invited all of those school children and their teachers? There were approximately 1,500 invited guests from around the state, about all that the airport hanger could comfortably handle.

Finally, some slight movement toward the entrance and people began to quickly reclaim their place in line. Ever so slowly, the line inched toward an opening the size of a four-car garage. What's taking so long, I wonder? You guessed it, SECURITY! Official volunteers, who proudly displayed their huge white **VOLUTEER** badges, ordered guests to remove all keys, cell phones and pagers from pockets and purses and place them on the table for inspection. Then there were the metal detectors and the intrusive *waning*. Sound familiar? Finally, you pass the intense scrutiny, are herded toward a huge white tent where you then enter the hanger and the sound of patriotic and elevator music performed by the Summit Middle School Band.

The mood was festive, more akin to what you might find at a state fair as opposed to a "Welcome to South Carolina, Mr. President." It looked more like the state fair too, with super-sized American and South Carolina flags hanging from the ceiling almost to the floor and the sky blue and white banner proudly displayed behind the raised platform stage that read, "South Carolina Welcomes President George Bush." Then, there were the short raised risers, placed in the rear two corners and front corner of the hanger, which doubled as first-come, first-served seating. Everyone else was corralled in the middle of the hanger between metal railings placed directly beneath the raised make shift stage and the dais, no doubt positioned for a bird's eye view of George W. Speaking of birds, several pigeons had made their way inside, perching atop the rafters making those guests in striking distance visibly nervous and watchful.

It's about 11:30 a.m. now and the president still hasn't arrived. An official takes the podium and reminds guests, especially those standing, that a water station and paramedics are located *WAY* in the back corner and should anyone feel faint, help is available. People drank the water and fortunately, there was no need for the paramedics. It's 12 noon and people are getting anxious, more talk about missed breakfasts and tasks left undone, but spirits remained high. The band continued to play and finally a tune I know very well, *Eternal Father* — so what if the band director was unaware of just when it should be played.

It's 12:30 and an official takes the podium again, this time to tell the crowd that Air Force One is en route and would be arriving shortly. Volunteers then began making their way through this wave of people passing out tiny American and South Carolina flags. I always wondered how so many people could all have flags, and now I know. By then, the crowd was frenzied and people standing around and within the metal railing began reorganizing themselves, pushing, trying to get closer to the stage, trying to get a closer look at the leader of the free world.

There, through a large crack created as a result of the uneven meeting of the hanger opening and the tent, I glimpsed Air Force One approaching the runway — it had landed! The crowd was on its feet! Children were hoisted on the shoulders of fathers, band members forgot their instruments and were standing in their chairs and the short riser on which I was standing began swaying forward and backward under the sheer weight of the now standing audience.

Then came the long motorcade of Lincolns, black vans and police cars that included not only the president and his security detail, but state and local police and members of the White House press corps. As they approached the hanger area I noticed that the once 3/4th-full white tent was now overflowing with people. I guess these people thought they would get a better look at the president stepping out of his car. Wrong! All they saw were members of the press corps hopping out of vans with their large zoom lens cameras and notepads and the security detail running toward the rear of the building to meet the president's car, which by now had disappeared behind the hanger.

State officials and civic and elected leaders then filed quickly across the stage taking their seats on the tiered dais along side their spouses and children or fellow colleagues. The official took the podium again shouting loudly, "Ladies and gentlemen, let's welcome the President of the United States to South Carolina!" The president emerged from a door located at the extreme left side of the stage waving to a crowd that appeared more like a rock band fan club than citizenry gathered for a civic event.

"Thank you South Carolina! Thank you for this warm welcome to your state!" More cheers from the crowd as the president moved through his carefully crafted speech. "You live in a great state and a great country… the United States. We can gather in freedom, knowing that our government protects our rights … we love freedom and that's why, no matter the cost, we will fight for it!" More cheers. "There is an enemy out there that hates us because we love freedom … we must protect our citizens … the men and women of the armed services are protecting us … we now know that the oceans no longer protect us, like we thought…" More cheers.

"Saddam Hussein is a liar and murderer … he has ignored UN resolutions and I have asked the UN to be a United Nations, not a League of Nations … I have put them on notice that the U.S. may lead it's own coalition … and I just signed the largest increase in Defense spending ever … I want to make sure that our men and women in the military have the best!" More cheers.

He then reminded the crowd of their civic duties to state and country urging all to work with the federal, state and local leadership and to remember their duty to vote …"You have a duty to vote … a duty to your country to vote … go out into your coffee houses and your places of worship and urge your fellow citizens to exercise their right to vote ... Thank you South Carolina!" More cheers. Well, he said more than this, but these were his main points.

The president then quickly made his way across the stage, waving, and was out of the door and gone. The crowd tried to disperse, but not yet. All had to wait until the president was aboard Air Force One. The hanger had now taken on the look and feel of a holding pen. Finally, the signal was given and it looked like all of humanity trying to funnel through the small area that just over three hours ago had served as the security checkpoint. So, it was over, this meeting of the people with an American President.

Capt. Deitch explains the layout of the main engineering center to Hansford T. Johnson, the assistant secretary of Navy for installations and environment, when he arrived at the center January 17.

Johnson paid a courtesy visit to the center, but was in town to speak to Charleston's chapter of the U.S. Navy League. Johnson heads an internal group that will recommend which Navy and Marine bases should be considered for closure in 2005. He was one of only two commissioners in the previous round of base closures who voted to keep the Charleston Naval Base open.

Ike Mildren and Drew Miller (EMA) (left and right forefront) listen as Rick Pass (J614), far right, describes some of the USN and USMC mobile and expeditionary C4I systems supported by SSC Charleston to Japanese Navy officials during a recent visit to the Center.

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